

CORRECTED TO JULY 19, 1892.

CANADIAN PACIFIC RAILWAY

ANNOTATED TIME TABLE



NW
971B
C225ti
1892

WITH INFORMATION AS TO C. P. R. TRANSCONTINENTAL ROUTES.

Interleaved copies of this Time Table for memoranda, can be had from porters on Transcontinental Sleeping-Cars, and at Montreal, Toronto, Winnipeg, and Vancouver Offices.

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GENERAL OFFICERS

W. C. VAN H
T. G. SHAUG
CHARLES DR
GEORGE OLD
HENRY BEAT
I. G. OGDEN
W. SUTHERL
D. McNICOLL
C. E. E. USSH
J. A. SHEFFIN
C. R. HOSME
L. A. HAMIL
H. P. TIMME
THOS. TAIT
C. W. SPENC
WM. WHYTE
HARRY ABB



Montreal
Montreal
Montreal
Montreal
Toronto
Montreal
Montreal
Montreal
Montreal
Winnipeg
St. John, N. B.
Toronto
Montreal
Winnipeg
Vancover

G. M. BOSWORTH.....Asst. Frt. Traff. Man. O. & Q., A., and E. Divs..Toronto
ROBERT KERR.....Gen. Frt. & Pass. Agt., W. & P. Divs.....Winnipeg
D. E. BROWN.....Asst. Gen. Frt. & Pass. Agt., W. & P. Divs..Vancover
C. E. McPHERSON.....Asst. Gen. Pass. Agt., Atlantic Div., etc...St. John, N.B.
EDWARD HOLLOWAY.....Gen. Agt., China & Japan Line.... Hong Kong, China
E. TIFFIN.....Gen. Frt. Agent, Atlantic Div.....St. John, N. B.
W. B. BULLING, JR.....Gen. Frt. Agent, Eastern Div., etc.....Montreal
J. N. SUTHERLAND.....Gen. Freight Agent, Ont. Div.....Toronto
A. C. HENRY.....Purchasing Agent.....Montreal
H. I. PENNY.....Auditor of Disbursements.....Montreal
J. H. BHEARING.....Auditor of Passenger Receipts.....Montreal
C. J. FLANAGAN.....Auditor of Freight and Telegraph Receipts..Montreal
J. R. STEELE.....Freight Claims Auditor.....Montreal
J. OBOBNE.....Superintendent of Car Service.....Montreal
G. S. CANTLIE.....Acting General Baggage Agent.....Montreal

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Corrected to July 19th, 1892.



CANADIAN PACIFIC



RAILWAY



ANNOTATED TIME TABLE

With Information as to C. P. R.

Transcontinental Routes

The Company does not undertake that the trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever, arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and on the St. Lawrence River and Gulf, and on the Lakes during season of navigation only. Ferry connections at Quebec, Prescott, and Detroit and Steamship sailings from Vancouver, Victoria and San Francisco, and on Pacific Coast are all the year.

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Miles from Mont'l	V bo T
172	U t I

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Quebec at

Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'r
172	LEAVE 12.50 P.M.	Quebec —Population 70,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. —No city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. —The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John and the headwaters of the Saguenay. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Inter-colonial, and the Quebec Central. Transatlantic steamers of the Allan and Dominion lines land here in summer, and local steamers	1.15 P. M. ARRIVE	3053
	EASTERN STANDARD TIME		Places of interest	
			Railway & steamship connections	

† Additional trains leave Quebec for Montreal at 9.00 a. m. and 10.30 p. m. (week days only), arriving at Montreal at 3.40 p. m. and 6.30 a. m. Sunday train leaves Quebec at 1.15 p. m., arriving at Montreal at 7.50 p. m.

Short Line

HALIFAX AND MONTREAL: 756 Miles

Atlantic Section

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'r
0	P.M. 6.40 Leave daily except Sundays	Halifax —Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mails, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands, in the harbor, are also strongly fortified. The fortifications, the Arm, Bedford Basin, the Dockyard; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, etc., etc.	P.M. 10.10 Arrive daily except Sundays Communication by str. with West Indies, etc.	3666
9	6.59	Bedford	9.50	3657
14		Windsor Junc.		3652
36	7.52	Milford		3630
40	8.00	Shubenacadie At Windsor Station. The Windsor & Annapolis Railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	9.00	3625
62	8.50	Truro —Population, 5,500. A pretty and thriving town in the midst of most picturesque scenery, boasting several comfortable hotels. Speckled trout and lake trout fishing on the lakes and streams within driving distance is always good,	8.25	3604

iles

East-bound Train	Miles from Vancou'r
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P. M.

0.10 3666

arrive daily except Sundays

Communication by str. with West Indies, etc.

9.50 3657

3652

3630

9.00 3626

3.25 3604

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancou'r
	LEAVE			LEAVE	
	Trout and salmon fishing	and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and caribou about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island.		Moose, caribou & grouse shooting	
79	9.21	Londonderry	The Acadian Iron Works are three miles from Londonderry, a branch line extending to them. <i>Oxford</i> has extensive factories, a profitable	7.42	3587
108	10.19	Oxford Junction		7.48	3558
121	10.50	Spring Hill Junc.		6.25	3545
139	11.23	Amherst		5.40	3528
148	11.42	Sackville		5.16	3518
179		Painsec Junction.		4.06	3487
	MID'NT	industry being the manufacture of the celebrated Oxford cloths. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering-place of Parsboro on the Minas Basin. <i>Amherst</i> is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. From <i>Painsec Junction</i> a branch line extends to Point du Chene, connecting with steamers for Summerside, Prince Edward Island.		Minas Basin	
	Fishing & shooting				
	A. M.				
186	1.15	Moncton —Population 9,500, situated on a bend of the Petitcodiac River. It is growing rapidly and bids fair to attain considerable importance. It is the centre of the Intercolonial Ry. System, and offices and workshops are located here. It has several good hotels, and many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.		3.50	3480
	Head-quarters of Intercolonial Ry.			High tide	
199	1.39	Salisbury	The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. <i>Sussex</i> is a village that is likely to develop into a large town. It is situated in the beautiful Kennebecasis valley and surrounded by some	3.20	3467
209	1.52	Petitcodiac		3.03	3457
232	2.37	Sussex		2.22	3434
253	3.15	Hampton		1.42	3413
	A. M.				

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancor	Miles from Halifax
	LEAVE A.M.	of the finest New Brunswick farms. A great many small lakes lie to the east and south, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please. <i>Hampton</i> is a popular summer resort for the citizens of St. John, and is growing steadily.	LEAVE		
	Pictur- esque scen'ry		Hills and heig'ts		365
275	A.M. 4.25	|| St. John, N. B. —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout-fishing and shooting can be had near the city.	1.00	3391	377 381 386 391 400 412 421 428 442 457 463 481
	Leaves daily except Sundays				
	Stately build- ings				
	Bay of Fundy		St. John River		497 507 515 524 530 537 550 561
277	A.M. 4.35	Fairville	P.M. 12.40	3389	
289		Westfield	f12.16	3377	
299		Welsford	11.58	3367	
312		Hoyt		3354	
319	5.47	Fredericton Junc. These are stations of minor importance to the tourist. At <i>Fredericton Junction</i> connections are made for the city of Fredericton, sometimes called the "Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.	11.15 A.M.	3347	
340		Harvey		3326	
359	6.55	|| McAdam Junc. At <i>McAdam Junction</i> connections are made for Woodstock, N. B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais,	9.52 A.M.	3307	

Train leaves St. John daily except Sundays.
Through Sleeping and Buffet Cars run between Montreal and Halifax in both directions. || Refreshment Stations.

East-bound Train	Miles from Vancor	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancor
LEAVE			LEAVE			
Hills and neig'ts			St. Andrews Seaside Resort	Me., St. Stephen, N. B., and the beautiful watering-place, St. Andrews, N. B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.		
1.00	3391	365	A.M. 7.15	Vanceboro —The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix River, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	A.M. 9.40	3301
		377	7.36	Tomah	7.07	3289
		381	7.44	Forest	7.00	3285
		386	7.52	Eaton	7.53	3280
		391	8.04	Danforth	7.44	3275
		400	8.26	Bancroft	7.26	3266
		412	8.47	Kingman	7.05	3254
				are all new, they possess no features worthy of special notice.		
		421	9.05	Mattawamkeag	7.50	3245
		428		Chester		3238
		442		Sebouds		3224
		457		Lake View		3209
		463	10.25	Brownville Junc.	6.35	3203
		481		Onawa		3185
St. John River			A.M.	Lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line compares well with the best bits of Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.	Good fishing and hunting	
			Lake Onawa			
			A.M.			
		497	11.40	Greenville	5.22	3169
		507	11.58	Moosehead	5.01	3159
P.M.		515	NOON	Askwith		3151
12.40	3389	524		Mackamp		3142
12.16	3377	530		Long Pond		3136
11.56	3367	537	12.48p	Jackman	4.04	3129
	3354	550		Holeb		3116
11.15	3347	561	1.32	Lowelltown	3.15	3105
A.M.			P.M.	rifle, as within easy reach are any number of trout waters and rare good shooting-grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen	A.M.	
	3326		Moosehead Lake			
9.52	3307					
A.M.						

|| Refreshment Station

/ Flag Station

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
		wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. <i>Moosehead</i> is a small station, also upon the lake-shore. Near <i>Askwith</i> station the Kennebec River leaves Moosehead Lake. Trout Brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> the Moose River and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. <i>Holeb</i> , <i>Caswell</i> , and <i>Lowelltown</i> are small stations near the boundary between Maine and Quebec.		St'mer from Greenville to Mount Kineo	686 689
	Game and Trout				
	P. M.			A. M.	
565		Boundary	We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory. Lake Megantic is twelve miles		3101
581	2.20	Lake Megantic		2.45	3085
589		Spring Hill			3077
595		Milan			3071
605	3.20	Scotstown		1.45	3061
611		Gould			3055
619		Bury			3047
628	4.13	Cookshire		12.52	3038
		long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the club house of the Megantic Fish and Game Club is located. At <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.		A. M.	725
	Spider Lake			Lake Megantic	726 730 737 742 747 749 751 756
633		Birchton	At <i>Lennoxville</i> , distant three miles from Sherbrooke, connections are made with the Boston & Maine		3033
635		Bulwer			3031
639		Johnville			3027
646	4.52	Lennoxville		12.13	3020
648	5.10	Sherbrooke		12.00	3018
	P. M.	Railroad, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal and Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. From here runs the Quebec Central Railway to Quebec.		MIDN'T	
	Magog and St. Francis rivers			Falls of the Magog	
656		Rock Forest	<i>Magog</i> is situated upon the shore of Lake Memphremagog—a magnificent sheet of water		3010
667	5.40	Magog		11.30	2998
678	5.58	Eastman		11.08	2987
681		South Stukely		P. M.	2984

J Flag Station

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dire none

Miles from Halifax		West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Vancouver
AVE		686 689	6.12	Foster Fulford	dotted with many islands and surrounded by rugged, heavily wooded hills. This lake is a justly popular one with summer tourists, who never weary of its lovely scenery. Its two famous mountains—Elephant's and Owl's Head—are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sutton Junction and St. Guillaume Branch of the Canadian Pacific Ry. is crossed.	10.53 2979 2976
				Owl's Head		
				Str. to New- po't, Vt		
	3101					
2.45	3085					
	3077					
	3071			P.M.		
1.45	3061	695		West Shefford	At <i>Brigham Junction</i> the Montreal and Boston Air Line diverges for the White Mountains and Boston, and at <i>Farnham</i> the Stanbridge and Sorel Branch of the Canadian Pacific Railway is crossed. <i>Caughnawaga</i> is an Indian village on the south shore of the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Lachine</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the state-ly stone structure, known as the Canadian Pacific Railway's Windsor St. Station, Montreal.	2967
	3055	706	6.43	Brigham Junc.	10.20	2956
	3047	712	6.55	Farnham	10.10	2950
2.52	3038	716		St. Brigid		2946
		725		Iberville	9.43	2937
		726	7.19	St. Johns	9.42	2936
		730		L'Acadie		2932
		737		St. Phillippe		2925
		742		St. Constant		2920
		747		Caughnawaga		2916
		749	8.01	Highlands	8.59	2914
		751	8.10	Montreal Junc.	8.52	2911
		756	8.20	Montreal, Windsor Street.	8.40	2906
	3033			P.M.	P.M.	
	3031					
	3027					
2.13	3020			Arrives Daily except Sundays	Leaves Daily except Saturdays	
2.00	3018					
DN'T				Lach'e Rapids	Wind'r St. Stu	
	3010					
1.30	2998					
1.08	2987					
P.M.	2984					

Trough Sleeper and Buffet Car runs between Montreal and Halifax in both directions.

|| Refreshment Stations.

f Flag Station

Routes to Montreal

From **New York** to **Montreal** a choice of three routes is offered.

I.—A most attractive and direct route is by rail up the picturesque Hudson River to Troy; thence via the Delaware & Hudson Canal Company's railway, by way of Saratoga Springs, the west shore of beautiful Lake Champlain and Rouses Point, to the historic Richelieu Valley, and finally to Montreal. By this route New York is left at 7.00 p.m., and Montreal reached at about 7.15 the following morning. This trip may be pleasantly varied by taking steamer in the morning from New York up the Hudson as far as Albany, and thence by rail as above.

II.—An equally direct route north of Troy, N. Y., is by way of Rutland, Burlington and St. Albans, Vt., the line running between the east shore of Lake Champlain and the Green Mountains. New York is left at 7.00 p.m., and Montreal reached at about 8.15 the following morning.

III.—A slower but very enjoyable summer trip is via Route I. rail or steamer to Albany; thence by Delaware & Hudson Rd. to Caldwell; across Lake George to Baldwin; rail to Fort Ticonderoga; up Lake Champlain to Plattsburg, where rail is again taken to Montreal.

From Montreal to New York, trains leave by the Delaware & Hudson Rd., 7.15 a.m. and 7.20 p.m.; the Central Vermont, 7.15 a.m. and 7.30 p.m.

From **Boston** to **Montreal** through trains leave by the Boston & Montreal Air Line from the Lowell Depot at 9 a.m. daily, except Sundays, and 7.15 p.m. daily, Sundays included, arriving at Montreal at 8.40 p.m. and 7.55 a.m., respectively. The route traverses the most interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N. H., and Lake Winnepesaukee with the White Mountains in the distance; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.—From Montreal, trains with drawing-room and sleeping cars attached leave for Boston by the Montreal & Boston Air Line from the Canadian Pacific Windsor Street Station at 9 a.m. daily, except Sundays, and 8.20 p.m. daily, Sundays included.

From **Portland, Me.**, to **Montreal** the Maine Central Rd. forms a straight and entertaining route. Trains leave Portland at 8.45 a.m. and 6.15 p.m. daily, except Sunday, following up the Saco Valley, and entering the White Mountains at North Conway, N. H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and thence through Bethlehem to Lunenburg and across the lovely intervals of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through sleeping and parlor cars during summer months.

Trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and stop at the new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile-End, where connection is made with the Transcontinental train. Transcontinental passengers by rail route arriving in Montreal in the morning or desiring to stop over in Montreal should depart on Transcontinental trip from Dalhousie Square Station.

From **Niagara Falls, Toronto** and **The Thousand Islands** steamers descend the St. Lawrence River daily, except Sundays, during May and June, and daily, Sundays included, from 1st July to 1st September, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route. Niagara Falls may be reached by several railroads from Boston, New York, or Washington.

Time of foreign Railways is given as information only; it is not guaranteed, as it is subject to change.

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Transcontinental Rail Route

MONTREAL and VANCOUVER:

2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou'r
0	P.M. 8.40	Montreal —Dalhousie Square Station—Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, and other lines run here. The St. Lawrence River and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston, and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run from here to the Pacific coast without change. Trains for Toronto, Halifax, Boston, Portland, Sault Ste. Marie, Minneapolis, and St. Paul depart from Windsor Street Station.	A.M. 8.00 ARRIVE	2906
1	DAILY Except Sundays EASTERN TIME (East of Port Arthur)	Hochelaga —The "east end" of Montreal. The railway workshops and cattle yards are situated here.	Five days and 19 hours from Vancouver Railway connections	To New York, 385; to Boston 342

Additional trains run between Montreal, Ottawa and Upper Ottawa Valley
See current time tables.

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vancou'r
5	LEAVE 8.55	Mile End —Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.			LEAVE 7.47 2901
10		Sault aux Recollets —Rapids of a branch of the Ottawa.			2896
12	9.12	|| St. Martin Junction —Divergence of line to Quebec.			7.31 2894
17		Ste. Rose	<i>Ste. Rose</i> , at the crossing of the north branch of the Ottawa, is a charming French village, and a favorite place of summer residence.		2889
20		Ste. Therese			2886
27		Ste. Augustine			2879
32		St. Scholastique		f 6.55	2874
37		St. Hermas			2869
44	f 10.02	Lachute		f 6.36	2862
49		St. Philippe	From here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges, and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch-lines diverge to ST. LIN, ST. JEROME, and ST. EUSTACHE.		2857
75		Grenville			2849
50	10.32	Calumet	<i>Lachute</i> (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. The Lachute & St. Andrew Railway is now running to Geneva and St. Andrew. At <i>Calumet</i> are extensive saw-mills, and	6.10	2847
65	P. M.	Pointe au Chene		A. M.	2841
74		Montebello			2832
79		Papineauville			2827
84		North Nation Mills			2822
90		Thurso			2816
94		Rockland			2812
100		Buckingham			2806
104		L'Ange Gardien			2802
109		East Templeton			2797
114	No stop	Gatineau		No stop	2792
118		Hull			2788
	Mines	these occur frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica, and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From <i>Hull</i> a branch-			Phosphate mines

Refreshment Station

f Flag Station

|| Refreshment

East-bound Train.	Miles from Vancou'r	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou'r
LEAVE			LEAVE		LEAVE	
7.47	2901			line diverges, keeping north of the Ottawa through AYLMEY and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.		
	2806		Aylm'r Br'nch			
7.31	2804	120	At 12.15	Ottawa —Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufacturing. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, where Ferry connection is made with Ogdensburg, N. Y., and Rail Lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	A. M.	
	2880		Lv 12.25		Lv 4.30	2786
	2886		MIDN'T		At 4.10	
6.55	2874					
	2869					
6.36	2862					
	2857					
	2840		Capital of the Dominion		Lumber making	
		122				2784
		124				2782
6.10	2847	128		Skead's		2778
A. M.	2841	134		Britannia		2772
	2832	143		Bell's Corners		2763
	2827			Stittsville		
	2822			Ashton		
	2816	148	At 1.30	stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.		
	2812		Lv 1.40	Carleton Place (Junction) —Pop. 5,000. Junction of a branch-line running south, to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At Carleton Place are large saw-mills, railway and other workshops.	Lv 3.10	2758
	2806				At 3.00	
	2802					
	2797					
	2792					
	2788	155	2.00	Almonte	2.46	2751
		158		Snedden's		2748
		163	2.20	Pakenham	2.20	2743
		171	2.35	Arnprior	2.05	2735
		174		Braeside		273
		177	2.50	Sand Point	1.54	2729
		183		Castleford		2723
		186		Russell's		2720
		189	3.26	Renfrew	1.26	2717
		198	f 3.48	Haley's	f 1.06	2708
		205	f 4.10	Cobden	f 12.40	2701
		211	A. M.	Snake River		2695
		214		Graham's		2692
		219		Government Road	MIDN'T	2687
				Ottawa as well, afford fine fishing—		

Flag Station

Refreshment Station

Flag Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^o r
	LEAVE	maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and sawmills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,500) are large woolen mills and other manufactories. <i>Pakenham</i> (pop. 2,200) and <i>Arnprior</i> (pop. 3,500) are also important manufacturing points. At <i>Renfrew</i> (pop. 2,000) is the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. <i>Pembroke</i> (pop. 4,500) is the most important town on this section of the line, having many substantial industries, and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa through a country only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances. <i>Mattawa</i> (pop. 1,500) is an old fur-trading post of the Hudson's Bay Company, but at present is of most importance as a distributing point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. At Mattawa, the line leaves the Ottawa and strikes across towards Lake Nipissing, through a somewhat wild and broken country, with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding saw-mills continue to occur, and newly-made farms are not infrequent. There is plenty of good land near by, but the	LEAVE	
	Factories		Kingston and Pembroke Ry.	
224	5.05	Pembroke	12.05	2082
234	A. M.	Petewawa	MIDN ^{tr}	2072
241	f5.45	Thistle	f11.30	2065
246	6.10	Chalk River	11.20	2060
251	f6.25	Wylie	f11.05	2055
255	f6.38	Bass Lake	f10.56	2051
262	f6.58	Moor Lake	f10.40	2044
270	7.15	Mackey	10.17	2036
274	f7.28	Rockcliffe	10.07	2032
284	f7.52	Bissett	f9.45	2022
297	8.25	Deux Rivières	9.05	2009
307	f8.50	Klock	8.40	2599
	A. M.			
	Timber mills		Fish and game	
318	9.18	Mattawa	8.10	2588
330	9.50	Eau Claire	f7.36	2576
337	f10.10	Rutherglen	f7.21	2569
344	10.29	Callander	f7.05	2562
348	f10.39	Nasbongsing	f6.55	2558
358	f11.00	Thorncliffe	f6.30	2548
	Game		Valley of the Mattawa	
	FIRST DAY			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE			LEAVE			LEAVE	
Kingston and Pembroke Ry.			Grand Trunk Ry.		railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. A mile beyond <i>Thorncliffe</i> is Nipissing Junction, the junction of the Northern & North-western Div. of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where the actual connection with the Canadian Pacific Ry. trains is made. (See p. 59.)		
12.05	2682	364	11.30	North Bay—Pop. 1,800. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel.	6.15	2542	
MIDN'T	2672		Lake Nipissing.			P.M.	
f11.30	2665					Change cars for Tr'nto	
11.20	2660						
f11.05	2655						
f10.56	2651						
f10.40	2644						
10.17	2636		NOON				
10.07	2632	374	f11.58	Beaucage	From North Bay to <i>Heron Bay</i> , on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber-cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas, and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village, with a saw-mill and several churches. Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> (pop. 1700) a branch-line leads off to ALGOMA MILLS, on Lake Huron, and thence along the shore of Lake Huron and	f5.35	2532
f9.45	2622	378	f12.10	Meadowside		f5.25	2528
9.05	2609	387	12.30	Sturgeon Falls		5.08	2519
8.40	2599	390	f12.37	Cache Bay		f5.00	2516
		397	f12.57	Verner		f4.41	2509
		406	f1.20	Warren		f4.17	2500
		419	f1.50	Markstay		f3.45	2487
		422		Hill Crest			2484
		431	f2.18	Wahnapiatae		f3.20	2475
		436	f2.30	Romford		f3.08	2470
			NOON				
Fish and game			Sporting opportunities			Timber	
8.10	2588						
f7.36	2576						
f7.21	2569						
f7.05	2562						
f6.55	2558						
f6.30	2548						
Valley of the Mattawa							
		443	P.M.			P.M.	
		455	2.50	Sudbury		2.50	2463
		461	f3.18	Chelmsford		f2.21	2451
		467	f3.30	Larchwood		f2.08	2445
		478	f3.45	Onaping		1.55	2439
		489	4.20	Cartier		1.30	2428
		498	f4.48	Straight Lake		f12.52	2417
		515	f5.10	Pogamasing		f12.27	2408
			f5.50	Metagama		f11.45	2391
|| Refreshment Station						f Flag Station	

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc ^o r
	LEAVE			LEAVE	
532	0.35	Biscotasing	the Ste. Marie river to SAULT STE.	11.05	2374
549	7.15	Ramsay	MARIE, 179 miles, at the outlet of	10.30	2357
564	7.55	Woman River	Lake Superior, where an immense	9.53	2342
581	8.35	Ridout		9.12	2325
590	9.17	Nemegosenda	iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 11.45 a. m., Mondays, Wednesdays and Saturdays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching Onaping a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. Cartier is a divisional point, with the usual collection of sidings and railway structures. Biscotasing (pop. 300) is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. Chapleau (pop. 500) is another divisional point, with railway workshops and a number of neat cottages for the employes. It is charmingly situated on Lake Kinogama. Near Missanabie, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond Missanabie for sixty miles are many very heavy rock-cuttings. White River, in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle en route from the Northwest to the eastern market. From White River station the railway follows the river of	8.33	2307
	P.M.				
	Copper nickel and gold			SIXTH DAY	
				Mining	
615	10.05	Chapleau		A.M.	
629	10.40	Pardee		7.55	2291
644	11.20	Windermere		7.10	2277
661	12.01AM	Dalton		6.35	2262
675	12.42	Missanabie		5.50	2245
685	MIDN'T	Lochalsh		5.15	2231
694	1.34	Otter			2221
710	2.17	Grassett		4.25	2212
727	3.00	Amyot		3.45	2196
747	3.55	White River		3.00	2179
763	4.35	Bremner		2.15	2159
776	5.10	Trudeau		1.05	2143
787	5.37	Cache Lake		1225mt	2130
797	6.00	Melgund		1155AM	2119
				11.25	2100
802	6.20	Heron Bay			
811	6.40	Peninsula		11.05	2104
821	7.15	Port Coldwell		10.40	2095
830	7.45	Middleton		10.05	2084
846	8.35	Jack Fish		9.40	2076
	A.M.			8.55	2060
				P.M.	

|| Refreshment Station

/ Flag Station

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
11.05	2374			the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , on the northeast angle of Lake Superior. From Heron Bay for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, vi-		
10.30	2357		SECOND DAY		Leaving Lake Superior	
9.53	2342					
9.12	2325					
8.33	2307					
			A.M.		P. M.	
		865	9.40	|| Schreiber	7.55	2041
		880	10.15	Rosspoint	6.55	2026
		896	11.05	Gravel River	6.07	2010
		912	11.45	Mazokama	5.29	1994
SIXTH DAY			NOON	the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the lookout before reaching <i>Peninsula</i> . The great sweep around Jackfish Bay is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates <i>Nepigon Bay</i> from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspoint</i> and <i>Gravel River</i> some of the heaviest work on the entire line of the railway occurs. The constantly changing views	Superb views	
Minig			Lake Superior			
A.M.		928	12.30	Nepigon	4.53	1978
7.55	2291	946	1.15	Wolf River	4.15	1960
7.10	2277	961	1.55	Pearl River	3.40	1945
6.35	2262	970	2.15	Loon Lake	3.17	1936
5.50	2245	979	2.53	Mackenzie	2.53	1927
5.15	2231			in plenty, and in some of the streams, <i>Nepigon River</i> especially, they are noted for their large size—six-pounders being not uncommon. <i>Nepigon River</i> , which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond <i>Nepigon</i> the railway turns around the base of Red Rock, a high, bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Port Arthur</i> , and from the higher elevations delightful views of Thunder Bay are to be had.	EASTERN TIME (Fort William to Montreal)	Leaves daily except Friday
2221						
4.25	2212					
3.45	2196					
3.00	2179		Trout fishing			
2.15	2159					
1.05	2143					
12.25mt	2130					
11.55AM	2119		Arrives daily except Tuesdays			
11.25	2109					
		993	3.30	Port Arthur —Pop. 3,500. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.	2.20	1913
11.05	2104					
10.40	2095					
10.05	2084					
9.40	2076	998	3.45	Fort William —Pop. 2,800. A short distance from the mouth of the <i>Kaministiquia</i> river, a broad, deep stream, with firm banks, affording extraordinary advantages for lake traffic.	1.55	1908
8.55	2060		P.M.		P. M.	
P.M.						

TRANSCONTINENTAL RAIL ROUTE

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou'r
	Arrives daily except Tuesdays	<p>The fine steel steamships of the Canadian Pacific line ply between here and Owen Sound (see page 60), and connection is also made via C. P. R. train to Port Arthur with steamer "Cambria" for Duluth (see page 66).</p> <p>FORT WILLIAM is the terminus of the Eastern division and is the Lake port of the C. P. R. Western section.</p>	Leaves daily except Fridays	

FORT WILLIAM and DONALD: 1,450 Miles (Western Division)

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou'r
908	LEAVE 15.10 This train stops 25 min. at Fort William Daily except Tuesday Silver Mines CENTRAL TIME (Fort William to Brandon) The Harbor	Fort William —From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite resort for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. There are several hotels here—one of them a very handsome structure. Fort William was formerly a Hudson Bay Co.'s post. The fur house of the old fort is now used as an engine house for the great coal docks, and some of the largest grain elevators in the world overshadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time.	12.30 P.M. ARRIVE Train stops 25 min. Civic wealth Daily except Friday FIFTH DAY Thunder Bay	1908

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A. M. and P. M. are abolished, and the hours from noon till midnight are counted as from 12 to 24 o'clock.

Miles from Mont'l	
1011	
1016	
1022	
1031	
1038	
1049	
1051	
1059	
1070	
1080	
1088	
1098	
1110	
1118	
1128	
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1155	
1163	
1174	
1184	
1196	
1204	
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1303	

Refresh

Miles from Vancouver		West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
1011		15.50	LEAVE		LEAVE	1895
1016		16.02	Murillo	From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. <i>Murillo</i> is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara.	11.50	1890
1022		16.20	Kakabeka		11.35	1884
1031		16.42	Kaministiquia		11.00 AM	1875
1038		17.05	Finmark		10.40	1868
1049		17.35	Buda		10.15	1857
1051		17.45	Nordland		10.05	1855
1059		18.00	Dexter		9.50	1847
1070		18.45	Linkoping		9.25	1836
1080		19.10	Savanne		8.50	1826
1088		19.30	Upsala		8.35	1818
1098		19.55	Carlstad		8.10	1808
1110		20.30	Bridge River		7.45	1796
1118		20.59	English River		7.26	1788
1128		21.15	Martin	7.05	1778	
1139		21.42	Bonheur	6.40	1767	
			Falcon			
			The railway follows up this river to <i>Kaministiquia</i> , and then ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i> . <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway			
			Higher than Niagara			
1146		22.15	Ignace		6.25	1760
1155		22.35	Butler		5.45	1751
1163		22.57	Raleigh		5.20	1743
1174		23.25	Tache		5.00	1732
1184		23.50	Brule		4.35	1722
1196		24.20	Wabigoon		4.05	1710
1204		24.40	Barclay		3.47	1702
1216		1.17	Oxdrift		3.16	1690
1226		1.47	Eagle River		2.50	1680
1236		2.20	Vermillion Bay		2.20	1670
1244		2.42	Gilbert		1.55	1662
1250		3.00	Parrywood		1.35	1656
1259		3.25	Summit		1.10	1647
1267		3.45	Hawk Lake		24.50	1639
1278		4.07	Beaver		24.25	1628
1283		4.22	Rosslund		24.10	1623
			passes through numerous rocky uplifts. The scenery is of the wildest description, and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 2000), at the principal outlet of the Lake of the Woods, is an important town, with several large saw-mills, the product of which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery.			
			The Lake of the Woods		Rat Portage	
1291		5.00	Rat Portage	It is studded with islands, and is a favorite resort for sportsmen and pleasure seekers.	MIDN'T	1615
1293		5.10	Norman		23.25	1613
1295		5.17	Keewatin		23.15	1611
1303		5.36	Ostersund		22.51	1603
			Refreshment Station			
			Flag Station			

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou ^r
1310	LEAVE f5.53	Deception	LEAVE f22.28	1506
1314	6.08	Kalmar	22.12	1592
1322	f6.27	Ingolf	f21.47	1584
1333	6.50	Telford	21.20	1573
1343	7.13	Rennie	20.55	1563
1353	f7.35	Darwin	f20.30	1553
1363	7.57	Whitemouth	20.07	1543
1369	f8.10	Shelly	19.55	1537
1379	8.31	Monmouth	19.31	1527
1388	8.50	Beausejour	19.12	1518
1395	9.03	Tyndall	18.56	1511
1403	9.21	Selkirk	18.40	1503
1409	f9.34	Gonor	18.23	1497
1416	9.48	Bird's Hill	18.07	1490
	THIRD DAY	rried on the spot. At <i>Whitemouth</i> , saw-mills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward, following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge, and <i>Winnipeg</i> is reached.	Daily except Thursday	
1424	Daily except Wednesday 14.20	|| Winnipeg —Alt. 700 ft. (Pop. 29,000.) Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been for many years the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has street railways, electric lights, a fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are here, as also is the chief land office of the Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of the track, between Winnipeg and the Rocky Mountains. Ample time is given on all west-bound trains to enable passengers to visit the Land Offices of the Company, which are conveniently located in the Depot, and obtain sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road. These are supplied to those who	ly17.45 Ar16.30	1482
	Daily		Daily	
	DIN- NER on the Dining Car			
	Daily		SUP- PER on the Dining Car	
	C. P. R. Land Offices		Visit C. P. R. Land Offices	

Refreshment Station

/ Flag Station

Station Miles from Vancouver	Miles from Montl	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
VE		LEAVE		LEAVE	
28 1596					
12 1592					
47 1584					
20 1573					
55 1563					
30 1553					
07 1543					
55 1537					
31 1527					
12 1518					
56 1511					
40 1503					
23 1497					
07 1490					
		Rail- way con- nec- tions		FOURTH DAY	
			desire them free of cost. Agents at all points along the line can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C. P. R. has two branches leading southward on either side of the Red River to Emerson and Gretna on the U. S. boundary, connecting at the latter point with the daily train service of the Great Northern Railway for St. Paul, Minneapolis, Chicago, etc. Two branch lines of the C. P. R. go S. W. to NESBITT and DELORAINE in southern Manitoba, 131 and 202 miles distant respectively; and two other branches run N. and N. W., one to the old town of SELKIRK and the other to Stony Mountain and STONEWALL. The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles northwest.	ARRIVE at WIN- NIPEG 16.30	
	WINNI- PEG NOON 14.20				
	1431 14.57	Bergen		16.12	1475
	1430 15.00	Rosser	Though the country here is apparently as level as a billiard-table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie.	15.56	1467
	1446 15.13	Meadows		15.42	1460
	1453 15.30	Marquette		15.30	1453
	1459 15.45	Reaburn		15.14	1447
	1464 15.59	Poplar Point		15.01	1442
	1473 16.20	High Bluff	A belt of almost unoccupied land surrounds Winnipeg as far as Poplar Point, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles.	14.42	1433
		LEAVE			
	1480 16.47	Portage la Prairie	—Alt. 800 ft. Pop. 4,200. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.	14.14	1426
		M. & N. W. Ry.		M. & N. W. Ry.	
	1486 17.10	Burnside		13.55	1420
	1502 17.44	McGregor	Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all	13.21	1404
	1509 18.00	Austin		13.05	1397
	1517 18.25	Sidney		12.46	1389
	1522 18.39	Melbourne		12.34	1384
	1530 18.56	Carberry		12.17	1376
	1538 19.17	Sewell		11.57	1368
	1546 19.34	Douglas		11.43	1360
	1551 19.47	Chater		11.30	1355
			are tall and massive elevators, with		

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE	now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is particularly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge, and <i>Brandon</i> is reached.	LEAVE CENTRAL TIME (Brandon to Port Arthur)	
1557	Ar20.05 Lv19.30	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and a distributing market for an extensive and well-settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only seven years old, has well-made streets and many substantial buildings. A railway is being built northwestward towards the Saskatchewan country, and a branch line of the Canadian Pacific Railway runs southward for about 123 miles to Souris, Hartney and Oxbow. The standard time changes here to "Mountain"—one hour slower.	11.15	1349
	MOON- TAIN TIME (Brandon to Donald)		A great wheat mar- ket	
1565	19.51	Kennay	9.37	1341
1573	20.11	Alexander	9.17	1333
1581	20.33	Griswold	8.53	1325
1589	20.50	Oak Lake	8.34	1317
1597	f21.08	Routledge	f8.12	1309
1604	21.27	Virden	7.53	1302
1612	f21.50	Hargrave	f7.32	1294
1621	22.30	Elkhorn	7.10	1285
1635	23.07	Fleming	6.20	1271
1643	23.27	Moosomin	6.00	1263
1650	f23.45	Red Jacket	f5.40	1256
1659	24.05	Wapella	5.19	1247
1667	f24.25	Burrows	f5.00	1239
1673	24.43	Whitewood	4.43	1233
	f1.00	Perceval	f4.26	1226
	MOOSE M't'n	within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the Province of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that province, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> , the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general	Ap- pro'ch- ing Mani- toba	1750 f4. 1765 4. 1772 f5.

East-bound Train.	Miles from Vancouver	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vancouver
LEAVE		LEAVE		LEAVE	
(Brandon to Port Arthur)					
		level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.			
		Broadview —Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.			
		Oakshela	Westward the line follows a gradually rising prairie, bounded by low wooded hills at the south, and by the Qu'Appelle River, 8 or 10 miles away		
		Grenfell			
		Summerberry			
		Wolseley			
		Sintaluta			
		Indian Head			
		at the north. Here again, for a considerable distance, speculators holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. <i>Grenfell</i> and <i>Wolseley</i> have already become important local markets. A little beyond <i>Sintaluta</i> the celebrated Bell Farm, embracing 100 square miles, is entered; and from <i>Indian Head</i> , near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm laborers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. The work is done with an almost military organization, "ploughing by brigades and reaping by divisions."			
		Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.			
		McLean	For eight miles beyond Qu'Appelle station, the country is somewhat wooded. At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain		
		Balgonie			
		Pilot Butte			

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from V's nec'r
	LEAVE		LEAVE	
	The Regina plain	extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station, is the first, or more easterly farm of the Canadian Agricultural Company; a farm chiefly devoted to grain growing, and which produced 40,000 bushels in 1891. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.	The Regina plain	
81	5.23	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon and continuing up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This opens up a new and fertile territory, known as the park country and although only opened last season, already large numbers of settlers are flocking in. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further on the same side are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.	MIDN'T 23.36	1125
	Capital of N. W. Terr's		Capital of N. W. Terr's	
	M't'd Police			
1791	5.48	Grand Coulee	f23.12	1115
1798	6.07	Pense	f22.56	1108
1806	f6.27	Belle Plaine	f22.37	1100
1814	f6.50	Pasqua	f22.16	1092
1822	7.25	Moosejaw —Alt. 1,725 ft. Pop. 600. A railway divisional point, and a busy market town near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."	21.55	1084
1830	f7.45	Boharm	f21.17	1076
1839	f8.02	Caron	f20.57	1067
1846	f8.22	Mortlach	20.35	1060

‡ Refreshment Station

‡ Flag Station

Miles from Mont'l	West-bound Train
1857	8
1867	f9
1876	0
1885	f10
1896	10
1905	f10
1913	11
1921	f11
1929	f11
	TH Buff pla
	Gay & w tow
	Ca Ag cult Co Fair
1935	12
1944	f12
1953	12
1963	f13
1970	13
1979	f13
1989	14
2000	14
2010	15
	Refreshme

East-bound Train	Miles from Vancouver	Miles from Mount	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vancouver
LEAVE			LEAVE			LEAVE	
The Regina plain		1857	8.42	Parkbeg	FOURTH DAY coteau and winds through an irregular depression to the basin of the Old Wives' lakes, — extensive bodies of water having no outlet, and consequently alkaline. The northernmost of these lakes is reached at Chap-	20.11	1049
		1867	f9.16	Secretan		f19.45	1039
		1876	9.38	Chaplin		19.22	1030
		1885	f10.15	Ernfold		f18.55	1021
		1896	10.28	Morse		f18.32	1010
		1905	f10.49	Herbert		f18.10	1001
		1913	11.08	Rush Lake		17.45	993
		1921	f11.28	Waldeck		f17.25	985
		1929	f11.47	Aikins		f17.04	977
	IDN'T	1125		The Buffalo plains			The Buffalo plains
Capital of T. W. Merris			Game & wild fowl			Wild Fowl	
			Can. Agricultural Co.'s Farms			Can. Agricultural Co.'s Farms	
3.12	1115	1935	12.10	Swift Current — Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity. At <i>Swift Current</i> is the principal sheep farm of the Canadian Agricultural Company, from which during the past year a large crop of wool was shipped. The well appointed farm buildings, including a large Creamery, can be seen on the hills immediately south of the station. Close to them the Government have erected a meteorological observing station.	16.50	971	
2.56	1108						
2.37	1100						
2.16	1092						
1.55	1084						
		1944	f12.31	Leven	From here to Medicine Hat on the South Saskatchewan River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west, until they reach an altitude of	f16.12	962
		1953	12.52	Goose Lake		15.48	953
		1963	f13.15	Antelope		f15.25	943
		1970	13.33	Gull Lake		15.07	936
		1979	f13.52	Cypress		f14.45	927
1.17	1076	1989	14.20	Sidewood		14.20	917
0.57	1067	2000	14.45	Crane Lake		f13.50	906
0.35	1060	2010	15.10	Colley		13.17	896
Flag Station		Refreshment Station				Flag Station	

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vanc ^o r
2021 2030	LEAVE 15.35 /15.55	Maple Creek Kincorth	3,800 feet, and in many places are covered with valuable timber. At <i>Crane Lake</i> is another farm of the Canadian Agricultural Company. This farm is entirely applied to stock raising and is the headquarters of the cattle outfit. There is another farm at Gull Lake and at Kincorth. The Railway Company have an experimental farm at Forres. The satisfactory results obtained from working this and similar farms established by the Company at various points on the line, proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses it possess peculiar attractions for horses and cattle. Valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.	LEAVE 12.45 /12.20 NOON	885
	Stock Raisi'g		Stock Rais'rs Profits		
2040 2052 2062 2077	16.19 16.51 17.19 17.56	Forres Walsh Irvine Dunmore	Lakes and ponds, some fresh, some alkaline, occur at intervals to <i>Maple Creek</i> . At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From <i>Forres</i> to <i>Dunmore</i> , rocks of the cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At <i>Dunmore</i> , the Canadian Agricultural Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. At <i>Dunmore</i> the line of the Alberta Railway and Coal Company leads off westerly 110 miles to LETHBRIDGE, the chief source of the present coal supply for the country east to and beyond Winnipeg. Lethbridge is an important town near the centre of the McLeod ranching district, and a railway has recently been built south to the International	A. M. 11.55 11.27 10.56 10.19	866 854 844 829
	Coal Mines		Coal Mines		
Br'nch Line to Leth-bridge and Fort Mac-Leod					

East-bound Train.	Miles from Vancou'r	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancou'r
LEAVE 12.45 /12.20 NOON	885		LEAVE	boundary line and thence on to Great Falls, Mont. From Dunmore the Canadian Pacific Railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.	LEAVE	
		2084	18.45	Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 1000. A railway divisional point, with repair shops, etc. The town is already an important one, and has several churches and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. The train stops 30 minutes.	10.00	822
			Coal			
Stock Rates 's Profits		2092	19.02	Stair	9.12	814
		2099	/19.20	Bowell	/8.54	817
		2111	/19.50	Suffield	8.27	795
		2119	20.11	Langevin	8.07	787
		2128	/20.33	Kininvie	/7.46	788
		2137	20.56	Tilley	7.25	769
		2148	/21.20	Bantry	/7.03	758
		2157	21.45	Cassils	6.40	749
		2165	/22.04	Southesk	/6.22	741
		2174	22.26	Lathom	6.00	732
		2182	/22.46	Bassano	/5.43	724
A. M.		2190	23.07	Crowfoot	5.23	716
11.55	806	2201	/23.33	Cluny	5.00	705
11.27	854			<i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Agricultural Company.		
10.56	844					
10.19	829					
			MIDN'T			
		2209	24.05	Gleichen	4.40	697
		2218	/24.26	Namaka	/4.09	688
		2225	24.43	Strathmore	3.52	681
		2233	/1.03	Cheadle	/3.32	673
		2244	1.26	Langdon	3.09	662
		2254	1.51	Shepard	2.44	652
			First sight of the Rockies		Nat'l Gas	
Coal Mines						

	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
E			LEAVE	<p>"peak that seems on its way to heaven; "but, as we look, gauzy mist passes "over, and it has vanished." (<i>Lady Macdonald</i>.)</p>	LEAVE	
t's, ne k-		2318	5.04	Kananaskis —Alt. 4,100 ft	23.45	588
20	642	2326	5.25	<p>The Gap—Alt. 4,200 ft.</p> <p>Approaching Kananaskis the mountains suddenly appear close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mt., and in approaching the station called <i>The Gap</i>, a magnificent view is obtained of Wind Mt. and the Three Sisters, also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive, snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous up-lifts of stratified rocks of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always, on this slope, towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it</p>	23.27	580
or- ce al- y			Kananaskis Falls		Kananaskis Falls	
44	633		En- trance to the Rock- ies		Exit from the moun- tains thro' Bow River Gap	
07	619		The Three Sisters			
40	616					
17	609					
	600		Ge- ology of the moun- tains		Peculi- arities of moun- tain scen- ery	

Miles from Mont ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou ^r	Miles from Mont ¹
	LEAVE	has disappeared elsewhere, or by long lines of trees which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	LEAVE		2346
2331	5.55 Grand- eur and beauty Observ- ation Car. Can- more	Canmore —Alt. 4,230 ft. Pop. 200. Rail- way divisional point. Here an Observa- tion Car, specially designed to allow an unbroken view of the wonderful moun- tain scenery is attached to the train. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the sta- tion, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	23.15 The Three Sisters Cas- cade Mt.	575	
2339	6.15	Duthill —Alt. 4,275 ft.	22.46	567	
2241	6.22	Anthracite —Alt. 4,350 f. “Here the pass “we are travel- “ling through “has narrowed suddenly to four miles, “and as mists float upwards and away, “we see great masses of scarred rock “rising on each side—ranges towering “one above the other. Very striking “and magnificent grows the prospect “as we penetrate into the mountains “at last, each curve of the line bring- “ing fresh vistas of endless peaks rol- “ling away before and around us, all “tinted rose, blush-pink and silver, as “the sun lights their snowy tips. Ev- “ery turn becomes a fresh mystery, for “some huge mountain seems to stand “right across our way, barring it for “miles, with a stern face frowning down “upon us; and yet a few minutes later “we find the giant has been encircled “and conquered, and soon lies far away “in another direction.” (<i>Lady Mac- donald.</i>) The overhanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the	22.37 Beauty of scen- ery along the Bow An- thra- cite coal	565	

/ Flag Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
		2340	6.45 6.45 AM	<p>traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.</p> <p>Banff—Alt. 4,500 ft. Station for Rocky Mountain Park, and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N. E. and S. W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt.; while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.—The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open during the entire year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary</p>	22.25 10.25 PM	560
3.15 The Three Sisters	575		Rocky Mountain Park Cascade Mountain		Rocky Mountain Park	
Cascade Mt.					Devil's Lake	
22.46 22.37	567 565		Names of mountains seen at Banff station		Names of mountains visible from the station	
Beauty of scenery along the Bow			Banff Hotel		Banff village	
Anthracite coal			C. P. R. hotel		C. P. R. hotel	

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou ^r
	LEAVE	size occur in Devil's-Head Lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	LEAVE	
	Banff Hot Spr'gs		Banff Hot Spr'gs	
2352	7.00	Cascade —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	722.05	554
	FIFTH DAY		Enter- ing Rocky Mt. Park	
	Pilot and Castle Mts.		21.40	548
			721.22	536
2363	7.28	Castle Mountain —Alt. 4,570 ft.		
2370	7.47	Eldon —Alt. 4,720 ft. <i>Castle Mountain station</i> is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite	Saw-back range	
	Saw-back & Bow ranges		Pilot and Copper Mts.	

/ Flag Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
Banff Hot Springs			Vermillion Pass	the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Mount Lefroy	
22.05	554	2380	8.15	Laggan —Alt. 4,030 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a round dozen miles away. <i>Laggan</i> is the station for the Lakes in the clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes. Lake Louise, which is the first, is about three miles from the station by the carriage drive, but there is a shorter bridle path across the face of the mountain. On the margin of this beautiful lake there is a comfortable chalet where parties take luncheon, or, if any desire to stay over, where beds can be obtained. There is a bridle path to Mirror Lake, higher up the mountain, and the still further ascent to Lake Agnes, a short distance, is done on foot. Parties can leave Banff by the morning westbound train, spend the day at the lakes, and return to Banff in the evening by the eastbound transcontinental train.	21.00	526
entering Rocky Mt. Park			The first glacier		Descent of the Atlantic slope	
21.40	548					
21.22	536					
Law-back Range			Lakes in the Clouds		Lakes in the Clouds	
		2387	78.39	Stephen —Alt. 5,206 ft. | The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Ry. Co. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse River, just beyond. The scenery is now sublime and almost	720.43	519
		2389	8.50	Hector —Alt. 5,190 ft.	20.35	517
Mont and Copper Mts.			Summit of the Rockies		Summit of the Rockies	

f Flag Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanco ^r	Miles from Mont ^l
	LEAVE Sub- lime scen- ery	terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great white, glacier-bound peaks on either side. Looking ahead, the dark, angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley) and the spires of Cathedral Mt. still further to the left occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	LEAVE		2418
2397	10.00 Break- fast at the Mt. Stephen House	|| Field —Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping-place for tourists; excellent fly-fishing for trout in a pretty lake near by. Looking down the valley from the hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.	In front of Mt. Stephen		2431 2437
2404	10.25	Otter-tail —Alt. 3,700 ft.	19.50 LEAVE	509	
2410	10.43	Leancoil —Alt. 3,570 ft. Two miles beyond Field, very lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kickinghorse), and after crossing a high bridge over the Otter-tail River (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast	19.20 ARRIVE Supper at the Mt. Stephen House		
	West- ern slope of the Kick- ing Horse Pass		18.48 18.27	502 496	
			Van Horne range		
			Beav- erfoot and Otter- tail Mts.		

|| Refreshment Station

/ Flag Station

East-bound train.	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancouver
LEAVE			LEAVE	as far as the eye can reach. These are the Beaverfoot Mts. At the right, Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kickinghorse canyon, down which it disputes the passage with the railway.	LEAVE	
		2418	11.08	Palliser —Alt. 3,250 ft. The canyon rapidly deepens, until, beyond <i>Palliser</i> , the mountain-sides become vertical, rising straight up thousands of feet, and within an easy stone's-throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundred-fold by the echoing walls, the passage of this terrible gorge will never be forgotten.	18.00	488
			Lower canyon of the Wapta		Lower canyon of the Wapta	
		2431	11.53	Golden —Alt. 2,550 ft.	17.15	475
		2437	12.08	Moberly —Alt. 2,540 ft.	16.57	469
9.50 LEAVE 9.20 ARRIVE	509			into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia, moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad basis and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimachee Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on		
			The Columbia and the Selkirks		At the foot of the Rockies	
8.48 8.27	502 496				Agri-culture, Sport and Mines in the Kootenay Valley	
			Golden			
			Navigation of the Upper Columbia		MOUNTAIN TIME (Donald to Brandon)	
Beaverfoot and Otter-tail Mts.						

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	Moberly	the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C. E., passed the winter of 1871-72.		
	ARRIVE DAILY		LEAVE DAILY	
2448	12.35	Donald —Terminus of Western Division.	16.30	458

DONALD AND VANCOUVER: 458 Miles
(Pacific Division)

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	LEAVE DAILY		ARRIVE DAILY	
2448	11.45	Donald —Alt. 2,530 ft.	15.20	458
2459	12.20	Beavermouth —Alt. 2,500 ft.	12.45	447
	NOON	uated town in the shadow of the Selkirks, the headquarters for the mountain section of the railway, with repair shops, etc. It is an important supply-point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard. — Leaving Donald, the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and the Selkirks, crowding together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	Second crossing of the Columbia	
2465	12.40	Six-Mile Creek —Alt. 2,900 ft.	14.25	441
2474	13.15	Bear Creek —Alt. 3,500 ft.	13.55	432
	PACIFIC TIME (Donald to the Coast)	ver, the line crosses to the right bank, where, notched into the mountain-side, it rises at the rate of 116 ft. to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i>	Beav'r-mouth	
	Beaver Valley			
	Big trees			

Flag Station

Refreshment Stations

East-bound Train	Miles from Vancouver
LEAVE DAILY 6.30	458

Miles

East-bound Train	Miles from Vancouver
LEAVE 6.20	458
6.45	447

East-bound Train	Miles from Vancouver
LEAVE 4.25	441
3.55	432

Leave for South

Miles from Mount	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancouver
	LEAVE	station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber-work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche. —Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The way is between enormous precipices. Mt. Macdonald tow-	LEAVE	
	superb view of the Selkirks		Descent of the Beaver valley	
	The Surprise		Superb Views westward	
	Hermit Mount		Beaver Valley	
	Stony Creek bridge		Stony Creek bridge	
	The snow sheds		The snow sheds	
	Bear Creek			

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanco'r
	LEAVE Mount Macdonald	ers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but a stone's throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line 'clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of Nature has split them asunder, leaving barely room for the railway.	LEAVE Descent thro' Bear Creek gorge	
2479	13.35 The Hermit	Rogers' Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half a dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass-valley has been reserved by the Government as a national park.	Exit from Rogers' Pass	427
	Peaks and glaciers in Rogers' Pass		Mts. Macdonald and Hermit	2483
	A National reserve		SECOND DAY	
2481	.....	Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right, surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain, carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks,	The summit of the Selkirks	425

East-bound Train.	Miles from Vanco'r	Miles from Mount	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanco'r
LEAVE			ARRIVE		LEAVE	
De-cent bro' bear creek gorge			Source of the Illicilliwaet	of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below, and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost), a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	Over-looking the gorge of the Illicilliwaet	
Exit from loggers' pass			The Great Glacier			
3.35	427	2483	13.35 Dinner	|| Glacier House —Alt. 4,122 ft. Station and hotel within fifteen minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises, a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes) are in full view. Again to the left comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain, behind the hotel. The hotel is a handsome structure, resembling a Swiss chalet, which serves not only as a dining-station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company have within the last season built an annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its fore foot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught, and made to furnish fountains about the hotel.	13.15 Dinner	423
			LEAVE 14.25		ARRIVE 12.45	
Mts. Macdonald and Hermit			Sir Donald		Sir Donald and other peaks	
			Names of the Peaks			
SECOND DAY			The Great Glacier		The Great Glacier of the Selkirks	
.....	425					
The summit of the Selkirks						

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc ^o r
	LEAVE		LEAVE	
	Game	Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.	Game	
	The Loop	Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain slope, and farther to the left, and high above the long snow-shed, the summit range, near Rogers' Pass, is yet visible, with Sir Donald overlooking all.	Climbing the Loops	
2490	14.50	Ross Peak —Alt. 3,600 ft.	NOON	
2490	15.20	Illicilliwaet —Alt. 3,593 ft.	12.18	416
		The Illicilliwaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At <i>Illicilliwaet</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	11.48	407
	Silver mines		Game lumber and silver mines	
2505	15.47	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to	11.21	401
	Canyons of the Illicilliwaet		Gorge of the Illicilliwaet	
	Train stops		Train stops	

f Flag Station

Station Miles from Vancouver	Miles from Mont'	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
		LEAVE	safely look into the boiling cauldron below.	LEAVE	
	2515	16.17	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right, and reaches Revelstoke.	10.51	301
		Base of the Selkirks		Entering the Selkirks	
	2527	17.02	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft. It is navigable southward to the International boundary, 200 miles distant, and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking the steamer from here down the Columbia River and Arrow Lakes to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia and Kootenay Railway runs to Nelson and all Kootenay Lake points, where another steamboat can be taken for a visit to the numerous gold, silver, and copper mines, or to enjoy the magnificent lake and mountain scenery which this locality affords. From Robson a steamer also runs to the Little Dalles of the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie, —imposing and glacier-studded.	10.16	379
		Observation car attached here.			
		The Columbia			
		Side-trip		Side-trip on the Columbia	
		Gold range			

Miles from Mount'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vanc'o'r
2536	LEAVE f17.32	Clanwilliam —Alt. 1,063 ft.	The Columbia is crossed upon a bridge half a mile long, and the Gold range is at once entered by Eagle Pass, which is so deep-cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants all of them. Saw-mills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.	LEAVE ^s f9.38	370j
2544	17.54	Griffin Lake —Alt. 1,900 ft.		9.11	362
2555	f18.25	Craigellachie —Alt. 1,450 ft.		f8.40	351
	In the Eagle Pass		The ascent of the Eagle Pass		
	The last spike		Lovely lakes		
			Base of the gold range		
2571	19.00	Sicamous —Alt. 1,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep-trolling for trout. The <i>London Times</i> has well described this part of the line:—"The "Eagle River leads us down to the "Great Shuswap Lake, so named "from the Indian tribe that lived on "its banks, and who still have a 're-serve' there. This is a most remarkable body of water. It lies among "the mountain ridges, and consequently extends its long narrow arms "along the intervening valleys like a "huge octopus in half-a-dozen directions. These arms are many miles "long, and vary from a few hundred yards to two or three miles in "breadth, and their high, bold shores, "fringed by the little narrow beach of "sand and pebbles, with alternating "bays and capes, give beautiful views. "The railway crosses one of these arms "by a drawbridge at Sicamous Narrows, and then goes for a long dis-	7.57	335
2590	19.48	Salmon Arm		7.07	316
2597	f20.05	Tappen Siding		f6.50	309
	Game and fish		Great Shuswap Lake and its sports		
	The Shuswap lakes		View from Notch Hill		

f Flag Station

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East-bound Train.	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
9.36	370			"tance along the southern shores of the "lake, running entirely around the "end of the Salmon arm." <i>Sicamous</i> is the station for the Spallumcheen mining district and other regions up the river around Okanagan Lake, where there is a large settlement; steamers ascend the river thirty miles, and the Shuswap & Okanagan Ry. is now open to Okanagan Landing, from whence steamers ply to Penticton and to Okanagan Mission, thirty-five miles south of Okanagan. "For fifty miles the "line winds in and out the bending "shores, while geese and ducks fly over "the waters, and light and shadow play "upon the opposite banks. This lake, "with its bordering slopes, gives a fine "reminder of Scottish scenery. The "railway in getting around it leads at "different, and many, times towards "every one of the thirty-two points of "the compass. Leaving the Salmon "arm of the lake rather than go a "circuitous course around the mountains to reach the southwestern arm, "the line strikes through the forest "over the top of the intervening ridge "[<i>Notch Hill</i>]. We come out at some		
9.11	362					
8.40	351					
The ascent of the Eagle Pass			Sicamous and Okanagan		Little Shuswap Lake	
Novely lakes						
Base of the gold range						
7.57	335	2607	20.42	Notch Hill —Alt. 1,708 ft. "600 feet "elevation	7.57	299
7.07	316	2622	21.32	Sluswap "above this	7.07	284
6.50	309	2638	22.10	Ducks "'arm' and	6.50	268
				"get a magnificent view across the lake, "its winding shores on both sides of the "long and narrow sheet of water "stretching far on either hand, with "high mountain ridges for the opposite "background. The line gradually runs "down hill until it reaches the level of "the water, but here it has passed the "lake, which has narrowed into the "south branch of the Thompson "River. Then the valley broadens, "and the eye that has been so accustomed to rocks and roughness and the "uninhabited desolation of the mountains is gladdened by the sight of grass, "fenced fields, growing crops, haystacks, and good farmhouses on the "level surface, while herds of cattle, "sheep, and horses roam over the valley and bordering hills in large numbers. This is a ranching country, "extending far into the mountain valleys west of the Gold Range on both "sides of the railway, and is one of the "garden spots of British Columbia. "The people are comparatively "old settlers, having come in from the "Pacific coast, and it does one's heart "good, after having passed the rude "little cabins and huts of the plains "and mountains, to see their neat and "trim cottages, with the evidences of "thrift that are all around."	Farms and cattle herds	
Great Shuswap Lake and its ports			Ranches of the Thompson Valley			
View from Notch Hill			Old-time settlements		Old-time settlements	

f Flag Station

I Refreshment Station

Miles from Vancouver		Miles from Montreal		STATIONS—DESCRIPTIVE NOTES		East-bound Train.		Miles from Vancouver	
AVE	251	LEAVE		Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's</i>		LEAVE			
		The Black Cany'n							
			2728 3.14	Spence's Bridge		Bridge the old	23.49	178	
			2734 f3.46	Drynoch —Alt. 700 ft.		waggon road up this valley to the	f23.32	172	
		The Nicola River		Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley, southward, is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout-brook, whirls down its winding torrent-path, as green as an emerald. Sometimes the banks are rounded, cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment snowy peaks are seen glistening above the clouds.		The Nicola River			
		Grotesque forms of rocks					Fantastic canyon scenery		
		Thompson Canyon					Ascending the Thompson River		
			2750 4.56	Lytton —Alt. 675 ft.		At <i>Lytton</i> , a small	22.12	156	
			2757 f5.25	Clisco		trading town, where ranchmen	f21.43	140	
			2768 6.10	Keefe's		and Indians appear	21.00	140	

f Flag Station

Miles from Mount ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Mount ¹
	LEAVE		LEAVE		
	Observation car attached	widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel, and shortly emerges at Cisco. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Cisco, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated grave-yards, alternate with the groups of huts of the Chinese.	Upper valley and crossing of the Fraser		2803
	The Cantilever bridge				2817
	The Cariboo road				
	Indians and Chinamen		and gold dust		
	BREAK-FAST		SUPPER		
2777	7.30	|| North Bend —Alt. 425 ft.	20.10	129	
2792	8.15	Spuzzum	218.56	114	2824
		<i>Bend</i> (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At <i>Boston Bar</i> , four miles below, the principal canyon of the Fraser commences, and from here to <i>Yale</i> , 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks, where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to <i>Yale</i> . Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way.			2835
	SIXTH DAY		Entrance to the Fraser canyon		2844
					2853
	The great canyon		Cariboo wagon road		

|| Refreshment Station

f Flag Station

East-bound Train.		Miles from Vancouver		STATIONS—DESCRIPTIVE NOTES		East-bound Train.		Miles from Vancouver	
LEAVE						LEAVE			
		2803	8.45	Yale —Alt. 200 ft. Hope —Alt. 200 ft. fitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below Yale. Across the river from <i>Hope Station</i> is a village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.		18.26		103	
		2817	9.15			17.58		80	
Upper valley and crossing of the Fraser				Hope Peak		Hope and Yale			
and gold dust				End of the canyons		Approaching the Cascade Mountains			
UPPER		120							
20.10		114		2824 9.35		17.38		82	
8.56				2835 9.55		17.18		71	
				Harrison Sp'ngs		Harrison Sp'ngs			
Entrance to the Fraser canyon		2844 10.15		Harrison		16.58		62	
		2853 10.35		Nicomen		16.38		53	
				Mount Baker					
Bellingham Bay and British Columbia Rd. for									
Flag Station				f Flag Station					

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou'r
	LEAVE	New Whatcom, Wash., thence to Seattle <i>via</i> Great Northern Railway and steamer Seattle to Tacoma, connecting at latter point with Northern Pacific Rd. for Portland, Ore. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. S. S. "Premier" makes regular trips from New Whatcom to Anacortes and Port Townsend (see condensed time tables on pages 62 and 63). Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	LEAVE	
2863	11.06	Mission Junc.	16.17	43
2872	11.26	Wharrock	15.47	34
2881	11.47	Hammond	15.26	25
	NOON			
	Big trees			
	Observation car detached		Mount Baker	
2888	12.11	New Westminster Junc.	15.07	18
(2897)	(12.40)	(New Westminster)	(14.25)	(9)
	New Westminster	important town of NEW WESTMINSTER (pop. 8,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	Fraser River	
2893	12.19	Port Moody	14.52	13
2902	12.38	Hastings	14.32	4
	Along Burrard Inlet	the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears.	FIRST DAY	
	Daily			
	ARRIVE		2.20 PM	
2906	12.50	Vancouver —Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most	14.20	0
	NOON		LEAVE	

/ Flag Station

|| Refreshment Station

From Vancouver to Yokohama, 4234; to Hong Kong, 5836; to San Francisco, 830.

2900

See a

[illegible]

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'
Victoria is 3250 miles, via C. P. R. from New York or Boston, and 5700 from Liverpool, via Montreal	SIXTH DAY Beautiful surroundings Steamship connections	is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well-appointed opera house. The chief hotel has a world-wide reputation. Well made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends northeasterly 70 miles to the great coal mines at Nanaimo. Steamboats afford connections with Vancouver daily, except Mondays, when connection is made via New Westminster, and with Puget Sound ports daily, except Saturdays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports. A steamer departs about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and <i>rendezvous</i> on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 A.M. Passengers may occupy their state-rooms as early as they please	

Steamship Service on the Pacific Coast.

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria (excepting Monday), on which day Victoria is reached via New Westminster; to Nanaimo daily, Sundays included, on arrival of Pacific Express.

From Victoria, steamers depart every week day for Puget Sound ports; every five days for San Francisco, and steamers from both Vancouver and Victoria, to Puget Sound, make connections at Tacoma with trains for Portland, Ore., San Francisco and Southern California. At San Francisco, connection is made with steamers for South American ports, Honolulu, New Zealand and Australia.

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Toronto at 8.
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East-bound Train
Miles from Vanco'
A steamer of the Can. Pac. Co. leaves Victoria for Vancouver 2 A.M. Passengers may occupy their state-rooms nearly as they please

LAKE ROUTE

Montreal and Toronto: 344 Miles

Ontario and Quebec Division

Toronto and Owen Sound: 122 Miles

Ontario and Quebec Division

Owen Sound and Fort William:

555 Miles—Steamship

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vanco'r
	LEAVE DAILY			ARRIVE DAILY	
0	7.00pm	Montreal	From the Windsor Street Station the run is made on the	8.05am	2920
5	9 12	Montreal Junction	high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence River, along the bank of which an almost continuous village extends from Western Junction to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the	7.55	2924
	EASTERN STANDARD TIME			Cha'ge for Queb'c	To Boston 335 miles
7		Western Junc.	old village of <i>Lachine</i> is seen at the left; and above the trees, farther to the left, a good view is		2922
10		Dorval			2919
13		Valois			2916
15		Beaconsfield	had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. <i>Lachine</i> was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio valley—an expedition that culminated in the defeat of Braddock.	The St. Lawrence bridge	2914
20	9.34	Ste. Anne's	One of the five mouths of the Ottawa River is crossed by a fine steel	9.27	2909
24	9.40	Vaudreuil	bridge at <i>Ste. Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home	9.19	2905

† Additional trains leave Montreal for Toronto at 9.20 a.m. on week days, arriving at Toronto at 8.55 p.m. Buffet cars are run on all trains between Montreal and Toronto.
 ‡ Stops only for passengers to and from Montreal and points east, or to and from Toronto and points west.
 § Refreshment Station.

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Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v	Miles from Mont'l
	LEAVE		LEAVE		
	Ottawa River	of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa-mouth is bridged at <i>Vaudreuil</i> . Here a line branches off along the southern bank of the Ottawa River to Rigaud.			207
					216
					225
					234
35	10.00	St. Clet	7.00	2894	
40		St. Polycarpe Junc.		2889	
46		Dalhousie Mills		2883	
54		Green Valley		2875	
63		Apple Hill		2866	
68		Monklands	Farms	2861	
73		Avonmore		2856	
79		Finch		2850	
87	11.14	Chesterville	5.31	2842	
93	11.25	Winchester	5.20	2836	
101		Mountain		2828	
108	11.50	Kemptville Junc.	4.55	2821	
119	12.10	Merrickville	4.35	2810	238
	MIDN'T	Railway is crossed and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.			244
					252
	A.M.				262
128	12.40	Smith's Falls —Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, thirteen miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufactories, for which falls in the Rideau River afford ample water-power. Superior brick are made here, and good building stone abounds. Excellent refreshment rooms at the station.	4.20	2801	
			A.M.		
140	1.03	Perth —Pop. 4,000. A prosperous town, with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.48	2789	271
					280
					283
					292
					301
					310
148		Bathurst		2781	318
155		Maberly		2774	326
166	1.57	Sharbot Lake Junc.	3.00	2763	
175		Mountain Grove		2754	
180	2.30	Arden	2.30	2749	335
191		Kaladar		2738	
199		Sheffield		2730	

|| Refreshment Station q Stops only for passengers to and from Toronto and points west. / Flag Station.

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE			LEAVE			ARRIVE	
		207	3. 15	Tweed	able minerals	1. 46	2722
		216	3. 32	Ivanhoe	abound. The	1. 30	2713
		225		Central Ont. Junc.	Kingston & Pem-	1. 14	2704
		234		Blairton	broke Railway, from Kingston, on		2695
				the St. Lawrence, to Renfrew, on the main line of the Canadian Pacific Rail- way, is crossed at <i>Sharbot Lake</i> , a fa- vorite resort of sportsmen, and espe- cially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Naviga- tion Co. to Tamworth, Napanee, and Deseronto, and Kingston by day train from the West. <i>Central Ontario Junc- tion</i> is at the crossing of the Central Ontario Railway, extending from Pic- ton and Trenton, on Lake Ontario, northward to a number of large and ex-			
7.00	2804				tensively worked		
	2880				iron mines. <i>Hav-</i>		
	2883				<i>lock</i> is a railway		
	2875				divisional point,		
	2866				with the usual buildings. At <i>Norwood</i>		
Farms	2861				a fine farming country is reached, for		
	2856				which this is the market town.		
	2850						
5.31	2842						
5.20	2836						
	2828						
4.55	2821						
4.35	2810	238	4. 15	Havelock		12. 50	2601
		244	q 4. 25	Norwood		12. 33	2685
		252		Indian River			2677
				with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.			
		262	5. 00	Peterboro' —Pop. 10,000. On the Otona-		MIDN'T	
				bee River, which here falls 150 feet within a few miles, affording an im-		12. 02	2667
				ense water-power, which is utilized by many large mills and manufactories. The town is well built, and has a large trade. The surrounding country has extraordinary attractions for sports-			
				men and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The <i>Peterboro'</i> , or <i>Rice Lake</i> canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half a dozen directions.			
4.20	2801						
A.M.				Rice Lake canoes and sport		Fish- ing resorts	
		271		Cavanville	Market stations for		2658
3.48	2780	280		Manvers	a fine agricultural		2649
		283		Pontypool	country. Wheat,		2646
		292		Burketon	rye, oats, barley,		2637
		301	6. 15	Myrtle	butter, cheese and	10. 50	2628
		310		Claremont	fruit are largely		2619
		318		Locust Hill	produced, and		2611
	2781	326		Agincourt	much attention is		2603
	2774			<i>Locust Hill</i> , Lake Ontario may be seen occasionally.			
3.00	2763						
	2754	335	7. 10	North Toronto —Station for the north-		9. 45	2504
2.30	2749			ern part of Toronto. Street cars con-			
	2738			nect with all parts of the city, and cabs			
	2730			may be had at the station.			

to and points

/ Flag Station q Stops only for passengers to and from Toronto and points west

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancou'r
339	LEAVE 7.30	Toronto Junction —Divergence of Credit Valley, and Toronto, Grey & Bruce sections of the Canadian Pacific Railway, the former extending to London and Detroit, connecting at the latter point with the Wabash Railroad for St. Louis, Chicago and other western points; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie, Port Arthur and Fort William.	LEAVE 9.25 P.M.	2590
342	7.45		9.10	2587
	ARRIVE DAILY	Parkdale —Formerly a suburb of Toronto. The company's workshops for its Ontario lines are located here.	P.M.	
344	7.55 A.M.		9.00 LEAVE DAILY	2585
	Com- m'rcial importance	Toronto —Pop. 190,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario, which affords water communication with the other great lakes westward and with the St. Lawrence River eastward. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. The city has an unusual number of imposing public and private buildings. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. and N. W. Div. of the G. T. Ry. (see page 59) extends northward, past Lake Simcoe, to North Bay, on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Line.	EASTERN TIME	
	Railway outlets			

|| Refreshment Station

Additional train leaves Toronto for Montreal at 8.45 a.m. on week days, arriving at Montreal at 7.55 p.m.

East-bound Train.	Miles from Vancouver	Miles from Mont'l	St'mahp Express West'b'd	STATIONS—DESCRIPTIVE NOTES	St'mahp Express East'b'd	Miles from Vancouver
LEAVE 9.25 P. M.	25100	344	LEAVE 11.10 A. M. Mondays, Wednesdays and Saturdays only.	Toronto —Trains depart from Union Station, passing through Parkdale (11.20 a. m.) and Toronto Junction (11.30 a. m.), and thence by way of Weston, Woodbridge, Bolton and Cardwell to Melville Junction, the first point at which the Steamship Express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.35 a. m. and 5.25 p. m., and Owen Sound for Toronto at 5.40 a. m. and 3.40 p. m. These trains run daily, except Sundays, and stop at all stations. (S.S. Express runs <i>via</i> Streetsville Junc.)	ARRIVE ABOUT 2.00 PM	2585
9.10	2587	300	P. M.	Melville Junction		2530
P. M. 9.00 LEAVE DAILY	2585	303	Ar 1.05 Lv 1.20 LUNCH	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.		2536
		397		Orangeville Junction —Branch line to TEESWATER.		2532
		400		Laurel		2529
		404		Crombies		2525
		409		Shelburne		2520
		412		Melancthon		2517
		416		Corbetton		2513
				<i>Shelburne</i> , are noted for extraordinary trout.		
		420		Dundalk —The road is here 1,300 feet above Lake Ontario.		2500
		430		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataraacts, abounding in fish.		2409
		437		Markdale		2402
		442		Berkeley		2487
		449		Holland Centre		2483
		453		Chatsworth		2476
		458		Rockford		2471
				Scotch and Irish people predominate. Limestone abounds, and lime is made.		
		466	Ar 3.20 Lv 3.20 P. M.	Owen Sound —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound at 3.20 P. M. on Mondays, Wednesdays and Saturdays. This town has grown rapidly since the building of the railway, and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River, at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well		2463

As the time of starting from Owen Sound varies with the arrival of the steamship, exact hours cannot be given; it is usually 10 a. m., Mondays, Thursdays and Saturdays.

Refreshment Station

Additional trains every week day between Toronto and Owen Sound.

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	LEAVE		LEAVE	
	Port of embarkation for the Upper Lakes	wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick clays are abundant. Manufactures, especially of furniture and wooden ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Fort William (see below), local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay, on Tuesdays, Thursdays, Fridays, and Saturdays at 10.40 p. m.		
741	A. M. Ar 11.00 Lv 11.30	Sault Ste. Marie —Tuesdays, Thursdays and Sundays going west, and Fridays, Sundays and Wednesdays going east. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Minneapolis, St. Paul & Sault Ste. Marie Ry. for St. Paul and Minneapolis, the Duluth, South Shore & Atlantic Railway for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron, and Erie. The Canadian Pacific "Soo Line" which leaves the transcontinental Line at Sudbury, here crosses the Rapids on a magnificent iron bridge, and by rail to Sault Ste. Marie, thence Lake Steamships form a pleasant summer route.	A. M. Lv 11.30 Ar 11.00	2188
	Arrive Wednesdays, Saturdays and Mondays		The C. P. steamer leaves Fort William, Thursdays, Saturdays and Tuesdays.	
1021	A. M. 10.00 ARRIVE	Fort William —Arrive Wednesdays, Fridays, and Mondays going west. Leave Thursdays, Saturdays, and Tuesdays going east.	P. M. 12.45 LEAVE	1908

For Route west of Fort William see Transcontinental Rail Route, page 20. It is at Fort William that the Lake and Rail routes unite.

Steamship Route is during season of navigation only, say from about 1st May to 15th November.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases, ticket-holders to Port Arthur or beyond will be supplied if they so desire with Rail Transportation from Fort William to Port Arthur.

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Miles from Toronto	Ex N. B.
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William Thursdays, Saturdays and Tuesdays.

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Ontario Route

Toronto and North Bay: 228 Miles, C. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancœ'r
	Weekd's LEAVE			Weekd's ARRIVE	
0	11.15 PM	Toronto — Union Station. See p. 50.		4.45 A.M.	2770
30	12.35	Aurora	This road passes northward through	3.25	2740
35	12.45	Newmarket	an elevated agricultural region to the		2735
38		Holland Landing	borders of Lake Simcoe. <i>Aurora</i> and <i>Newmarket</i> are farming centres of much importance. <i>Holland Landing</i> , on Lake Simcoe, was where, in old days, the navigation of the lake began. At <i>Allandale</i> the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.00 a. m. and 4.35 p. m. The	2.10	2732
63	2.00 A.M.	Allandale			2707
87	2.50	Orillia	western shore of Lake Simcoe is skirted as far as	1.10	2684
112	4.05	Gravenhurst	Orillia. Between <i>Orillia</i> and <i>Gravenhurst</i> , Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. <i>Bracebridge</i> and <i>Huntsville</i> are summer resorts and manufacturing towns. This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a net-work of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a	12.00 MIDN'T	2658
122	4.30	Bracebridge		11.25	2648
146	5.20	Huntsville		10.30	2624
		Hotels and summer sport			Among the Muskoka lakes

¶ Refreshment Station.

Miles from Montreal	Steamship Express	STATIONS—DESCRIPTIVE NOTES		Steamship Express	Miles from Vancouver
	LEAVE			LEAVE	
171	6.15	Burk's Falls	distance from the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at Nipissing Junction about 4 miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.	9.35	2506
183	6.45	Sundridge		9.08	2587
189	7.00	South River		8.55	2581
220	8.10	Callander		7.25	2550
	ARRIVE			P.M.	
228	8.35	North Bay —See page 17. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.		17.00	2542
	A.M.			LEAVE	

|| Refreshment Station

‡ Runs daily, except Saturdays.

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* Daily.
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Sleeping and Parlor Car Service

	FROM	TO	SLEEPING CAR		PARLOR CAR	
			TIME OF DEPARTURE	BERTH RATE	TIME OF DEPARTURE	SEAT RATE
eam-ship press	Miles from Vancouver					
EAVER						
9.35	2596	○ Bangor	St. John	* 7.35 pm	2.00	
9.08	2587	○ Bangor	Boston	* 8.00 "	2.00	
8.55	2581	○ Boston	Montreal	* 7.15 "	2.00	† 9.00 am 1.50
7.25	2550	○ Boston	Chicago	* 9.00 am	5.50	
		○ Boston	St. Paul	* 7.15 pm	7.00	
		○ Boston	St. John			† 8.00 am 2.00
		○ Chicago	Toronto	* 3.00 pm	3.00	
		○ Chicago	Montreal	* 3.00 "	5.00	
		○ Chicago	Boston and Old Orchard	* 3.00 "	5.50	
		○ Chicago	Toronto	† 10.30 "	3.00	
		○ Detroit (C. Time 11.30 pm)	Portland and Old Orchard	* 12.30 am	4.50	
		○ Detroit (C. Time 11.30 pm)	Boston	* 12.30 "	4.50	
		○ Halifax	Montreal via St. John	† 6.10 pm	4.00	
		○ Kingston	Toronto	* 11.50 "	1.50	
		○ Montreal	Boston	* 8.20 "	2.00	† 9.00 am 1.50
		○ Montreal	Portland and Old Orchard	* 8.20 "	2.00	† 9.00 " 1.50
		○ Montreal	St. John	* 8.40 "	3.50	
		○ Montreal	Halifax via St. John	* 8.40 "	4.00	
		○ Montreal	Vancouver	* 8.40 "	20.00	
		○ Montreal	Toronto	* 9.00 "	2.00	† 9.20 am 1.00
		○ Montreal	Chicago	* 9.00 pm	5.00	
		○ Montreal	St. Paul	* 11.45 am	6.00	
		○ Montreal	Ottawa	* 8.40 pm	2.00	† 8.50 am 50
		○ Montreal	Quebec	† 10.30 "	1.50	* 3.30 pm 75
		○ Montreal	Quebec			† 8.10 am 75
		○ North Bay	Toronto	† 7.00 pm		
		○ Ottawa	Toronto	* 10.45 "	2.00	
		○ Owen Sound	Toronto			† 10.00 am 50
		○ Ottawa	Montreal	† 4.30 am	2.00	† 4.40 pm 50
		○ Old Orchard	Montreal (Sun. Time 5.15)	* 4.15 pm	2.00	† 7.32 am 1.50
		○ Old Orchard	Toronto	* 7.32 am	3.00	
		○ Portland	Toronto	* 8.45 am	3.00	
		○ Portland	Montreal	* 6.15 pm	2.00	† 8.45 am 1.50
		○ Quebec (S. Time 1.15 pm)	Montreal	† 10.30 pm	1.50	9.00 am 75
		○ St. John	Montreal	* 4.25 am	2.50	† 2.50 pm 75
		○ St. John	Boston			† 6.25 am 2.00
		○ St. John	Bangor	* 8.30 pm	2.00	
		○ St. Paul	Winnipeg	* 6.30 "	3.00	
		○ St. Paul	Boston via Montreal	* 6.55 "	7.00	
		○ Toronto	Kingston	* 9.00 "	1.50	
		○ Toronto	Montreal	* 9.00 "	2.00	† 8.45 am 1.00
		○ Toronto	Portland and Old Orchard	* 9.00 "	3.00	
		○ Toronto	Ottawa	* 9.00 pm	2.00	
		○ Toronto	Chicago	† 7.10 am	3.00	
		○ Toronto	Chicago	* 3.00 pm	3.00	
		○ Toronto	North Bay	† 11.15 "	2.00	
		○ Toronto	Owen Sound			† 11.10 am 50
		○ Toronto	Vancouver via North Bay	† 11.15 pm	18.50	
		○ Vancouver	Montreal	* 2.20 "	20.00	
		○ Vancouver	Winnipeg	* 2.20 "	12.00	
		○ Winnipeg	St. Paul	* 11.30 am	12.00	
		○ Winnipeg	Vancouver	* 2.20 pm	12.00	

* Daily. † Daily except Sunday. ‡ Daily except Saturday. § Sunday only. c Mondays and Thursdays only. e Tuesdays and Fridays only. j Mondays, Thursdays and Saturdays only. k Daily Vancouver to Winnipeg; daily except Thursday Winnipeg to Montreal. r Mondays, Wednesdays and Saturdays only. t Connects with Parlor Car from Boston. u Sleeping and Parlor Car service to and from Old Orchard is from about 25th June to 1st Sept. only. v From about 1st May to 15th October only. w Sleeping run to and from Portland from about 15th May to 31st December only. x Parlor Cars from about 25th June to 1st Sept. only. z From about 15th July to 1st Sept. only. y Connects with Parlor Car for Boston. © Cars owned by Sleeping Car Companies, not C.P.R.

Proportionate rates between other Stations.

Sleeping Car Sections. In Canadian Pacific Cars, double the berth rate in Drawing Rooms three times the berth rate, except on Chicago line from stations west of Detroit, where there is a slight advance in these charges.

Accommodation in First-Class Sleeping Cars and in Parlor Cars will be sold only to holders of First-Class transportation.

Two persons in same party, ticketed from and to the same points, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket; if each presents a railway passage ticket.

Canadian Pacific Railway Agents, stated below, have car diagrams for locating passengers. Other ticket agents will secure accommodation on application to them:

Boston	G. A. TITCOMB, City Passenger Agent, 197 Washington St.
Halifax	C. R. BARRY, City Ticket Agent, 126 Hollis St.
Kingston	City Ticket Agent, K. & P. Ry.
Montreal	W. F. EGG, District Passenger Agent, 266 St. James St.
Old Orchard, Me.	W. F. FERNALD, Boston & Maine Rd. Station.
Ottawa	J. E. PARKER, City Passenger Agent, 42 Sparks St.
Portland, Me.	G. H. THOMPSON, Maine Central Railroad Station.
Quebec	GEORGE DUNCAN, Freight and Passenger Agent, St. Louis Hotel.
Sault Ste. Marie, Mich.	T. R. HARVEY, St. Ashmun St.
St. John, N. B.	H. PERLEY, City Ticket Agent, Chubb's Corner.
Toronto	W. R. CALLAWAY, District Passenger Agent, 1 King St. East.
Vancouver	G. McL. BROWN, Station Ticket Agent.
Winnipeg	W. M. McLEOD, City Ticket Agent, 471 Main St.

n Telegrams for accommodation required same night should be addressed to Station Agents if sent after 6.00 p.m. All City Offices are closed on Sundays and legal holidays, and close at 6.00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before trains are due, and accommodation may be secured by telegram or letter:

PACIFIC EXPRESS (Westbound)—North Bay, Fort William, Winnipeg, Regina, Calgary, Glacier. **ATLANTIC EXPRESS** (Eastbound)—Glacier, Bangf, Regina, Brandon, Winnipeg, Fort William, North Bay.

ST. PAUL EXP.—Montreal, Sault Ste. Marie. **BOSTON EXP.**—Montreal, Sault Ste. Marie. Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route.

Acknowledgment will be sent by mail unless specially requested to telegraph. **Stop-over.** Holders of through Sleeping Car tickets, reading in either direction, between Vancouver, Mission, H. C., and any point east or south of Winnipeg, will be furnished, on application to Sleeping Car Porter, with check for stop-over at Winnipeg, Bangf Hot Springs, Field, Glacier, Revelstoke, or North Bend as desired.

J. A. SHEFFIELD, Supt. Sleeping, Dining and Parlor Cars and Hotels, MONTREAL.

Transcontinental Route.—Westbound Condensed Time Table.

STATIONS.	PACIFIC EXPRESS							
	TIME	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv								
N. Y. C. & H. R. Rd.....Lv	7.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
NEW YORK, via Toronto & N. Falls.....Lv								
N. Y. C. & H. R. Rd.....Lv	9.15 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
West Shore Rd.....Lv	8.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
N. Y. L. E. & W. Rd.....Lv	8.25 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
NEW YORK, via Prescott.....Lv								
N. Y. C. & H. R. Rd.....Lv	9.15 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
West Shore Rd.....Lv	8.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
BOSTON, via Montreal.....Lv	9.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
Portland, Me., via Montreal.....Lv	8.45 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
HALIFAX, N. S.....Lv	8.40 P.M.	Sat.	Mo.	Tu.	We.	Th.	Fri.	....
St. John, N. B.....Lv	4.25 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
Quebec.....Lv	2.50 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
MONTREAL, Dalhousie Square.....Lv	8.40 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
Prescott.....Lv	1.30 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
Brookville.....Lv	3.00 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
Ottawa.....Lv	12.25 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
Carleton Place.....Lv	1.40 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
Pembroke.....Lv	5.05 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
North Bay.....Lv	11.15 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
Niagara Falls.....Lv	8.05 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
Toronto.....Lv	11.15 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
North Bay.....Lv	8.35 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....
North Bay.....Lv	11.30 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
Sudbury.....Lv	2.50 P.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
Chapleau.....Lv	10.05 P.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....
Nepigon.....Lv	12.30 P.M.	We.	Th.	Fri.	Sat.	Sun.	Mo.	....
PORT ARTHUR.....Lv	4.30 P.M.	We.	Th.	Fri.	Sat.	Sun.	Mo.	....
FORT WILLIAM.....Lv	3.45 P.M.	We.	Th.	Fri.	Sat.	Sun.	Mo.	....
Toronto.....Lv	11.10 A.M.	Mo.	....	We.	....	....	Sat.	....
Owen Sound.....Lv	3.20 P.M.	Mo.	....	We.	....	....	Sat.	....
Sault Ste. Marie.....Lv	11.00 A.M.	Tu.	....	Th.	....	....	Sun.	....
PORT ARTHUR.....Lv	....	We.	....	Fri.	....	....	Mo.	....
FORT WILLIAM.....Lv	....	We.	....	Fri.	....	....	Mo.	....
PORT ARTHUR, P. A. & D. S. P. Co.....Lv	7.00 P.M.	We.	....	Sat.	....	....	Mo.	....
DULUTH.....Lv	1.00 P.M.	Th.	....	Sun.	....	....	Tu.	....
FORT WILLIAM.....Lv	15.10	We.	Th.	Fri.	Sat.	Sun.	Mo.	....
WINNIPEG.....Lv	10.10	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	....
Portage la Prairie.....Lv	14.20	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Brandon.....Lv	16.47	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Qu'Appelle.....Lv	19.30	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Regina.....Lv	3.56	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Medicine Hat.....Lv	8.23	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Calgary.....Lv	18.45	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
BANFF HOT SPRINGS.....Lv	2.30	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Field.....Lv	6.45	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
GLACIER.....Lv	10.00	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
REVELSTOCK.....Lv	14.25	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
NORTH BEND.....Lv	17.02	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
MISSION JUNC.....Lv	7.20	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Abbotsford.....Lv	10.56	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
HUNTINGDON JUNC.....Lv	11.22	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Sumas City, B. C. & B. C. Rd.....Lv	11.36	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
NEW WHATCOM, B. C. & B. C. Rd.....Lv	12.05	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Fairhaven, Wash., G. N. Ry.....Lv	13.00	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Seattle, Wash., G. N. Ry.....Lv	1.45 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Tacoma, Wash., C. R. & P. S. N. Co.....Lv	5.40 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Tacoma, Wash., N. P. Rd.....Lv	8.20 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Portland, Ore., N. P. Rd.....Lv	11.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Sacramento, Cal., So. Pac. Rd.....Lv	7.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
SAN FRANCISCO, Cal., So. Pac. Rd.....Lv	4.20 A.M.	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.
NEW WHATCOM, S. S. "Premier".....Lv	8.15 A.M.	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.
Anacortes, S. S. "Premier".....Lv	5.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
Port Townsend, S. S. "Premier".....Lv	8.40 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
MISSION JUNC.....Lv	11.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
New Westminster.....Lv	11.06 A.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
VANCOUVER.....Lv	12.40	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Victoria, via Can. Pac. Nav. Co.....Lv	12.50	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Victoria for San Francisco, } via Pac. Coast S. S. Line.....Lv	6.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
San Francisco, via Pac. Coast } S. S. Line.....Lv	11.00 A.M.	July 17, 23, 27; August 1, 6, 11, 17, 21, 26, 31; Sept. 5, 10, 15, 20, 25.						
San Francisco, via Pac. Coast } S. S. Line.....Lv	6.00 A.M.	July 20, 23, 26; August 4, 9, 14, 19, 24, 29; Sept. 3, 8, 13, 18, 23, 28.						
Victoria, B. C., P. S. & A. S. S. Co.....Lv	8.30 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....
Seattle, Wash., P. S. & A. S. S. Co.....Lv	11.15 P.M.	Jun.	Mo.	Tu.	We.	Th.	Fri.	....
Tacoma, Wash., P. S. & A. S. S. Co.....Lv	5.15 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	1

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

On Mondays connection for Victoria is via New Westminster. On Sundays connection is via Seattle. Flag station.

While water is low on Lake Superior, Canadian Pacific steamers may omit Port Arthur, calling only at Fort William. See page 58.

Trans

TACOMA, Seattle, Victoria.

San Fran via Pac Victoria, Line.

Victoria, VANCOUVER.

New West Port Tow Anacortes New Whi

SAN FRANCISCO Sacramento Portland.

Tacoma, Seattle, Fairhaven.

NEW WESTMINSTER SUMAS CITY.

HUNTINGDON ABBOTSFORD.

MISSION NEPIGON.

NORTH BEND REVELSTOCK.

GLACIER FIELD.

Banff Hot Springs Calgary Medicine Hat.

Regina Qu'Appelle Brandon.

Portage la Prairie WINNIPEG.

FORT WILLIAM DULUTH.

FORT ARTHUR SAULT STE. MARIE.

Owen Sound Toronto.

FORT WILLIAM NEPIGON.

Chapleau Sudbury.

North Bay North Bay.

Toronto Niagara Falls.

North Bay Pembroke.

Carleton Place Ottawa.

Brookville Prescott.

MONTREAL QUEBEC.

ST. JOHN, N. B. HALIFAX.

Portland, Boston, MONTREAL.

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Transcontinental Route.—Eastbound Condensed Time Table.

STATIONS.		TIME.	DAYS OF WEEK.									
	TACOMA, Wash., P. S. & A. S. S. Co.	8.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Seattle, Wash., P. S. & A. S. S. Co.	10.15 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Victoria, B. C., P. S. & A. S. S. Co.	4.30 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	San Francisco for Victoria, } via Pac. Coast S. S. Line. }	8.00 A.M.	July 18, 23, 28; August 2, 7, 12, 17, 22, 27; Sept. 1, 6, 11, 16, 21, 26.									
	Victoria, via Pac. Coast S. S. } Line. }	6.00 A.M.	July 21, 26, 31; August 5, 10, 15, 20, 25, 30; Sept. 4, 9, 14, 19, 24, 29.									
	Victoria, B. C., C. P. Nav. Co.	2.00 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	VANCOUVER, B. C.	7.30 14.20	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	New Westminster, B. C.	14.25	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	Port Townsend, S. S. "Premier"	12.15 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	Anacortes, S. S. "Premier"	2.45 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	New Whatcom, S. S. "Premier"	4.30 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	SAN FRANCISCO, So. Pacific Rd.	7.00 P.M.	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....	
	Sacramento, So. Pacific Rd.	10.50 A.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....	
	Portland, Ore. No. Pacific Rd.	8.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	Tacoma, Wash., via Steamer.	7.20 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	Seattle, Wash., G. N. Ry.	9.40 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	Fairhaven, Wash., G. N. Ry.	1.45 P.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	NEW WHATCOM, Wash., G. N. Ry.	2.10 P.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	NEW WHATCOM, Wash., C. P. N. Co.	14.20	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	Sumas City, B. B. & B. C. Rd.	15.15	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	HUNTINGDON JUNC.	15.30	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	Abbotsford.	15.40	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	MISSION JUNC.	16.07	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	MISSION JUNC.	16.17	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	NORTH BEND.	20.10	Tu.	We.	Th.	Fri.	Sat.	Sun.	....		
	REVELSTOKE.	10.14	We.	Th.	Fri.	Sat.	Sun.	....			
	GLACIER.	13.15	We.	Th.	Fri.	Sat.	Sun.	....			
	Field.	19.50	We.	Th.	Fri.	Sat.	Sun.	....			
	Banff Hot Springs.	22.25	We.	Th.	Fri.	Sat.	Sun.	....			
	Calgary.	2.30	Th.	Fri.	Sat.	Sun.	....				
	Medicine Hat.	10.00	Th.	Fri.	Sat.	Sun.	....				
	Regina.	23.36	Th.	Fri.	Sat.	Sun.	....				
	Qu'Appelle.	1.21	Fri.	Sat.	Sun.	....					
	Brandon.	11.15	Fri.	Sat.	Sun.	....					
	Portage la Prairie.	14.14	Fri.	Sat.	Sun.	....					
	WINNIPEG.	16.30 17.45	Fri.	Sat.	Sun.	....					
	FORT WILLIAM.	12.30	Sat.	Sun.	....						
	DULUTH, P. A. & D. S. P. Co.	7.30 P.M.	....	....	....	Sun.	....				
	PORT ARTHUR, P. A. & D. S. P. Co.	1.30 P.M.	Fri.	....	....	Mo.	....	We.	....		
	FORT WILLIAM.	12.45 P.M.	Sat.	....	....	Tu.	....	Th.	....		
	PORT ARTHUR.	Ar	Sat.	....	....	Tu.	....	Th.	....		
	Sault Ste. Marie.	Ar	11.00 A.M.	Sun.	....	We.	....	Fri.	....		
	Owen Sound.	Ar	10.00 A.M.	Mo.	....	Th.	....	Sat.	....		
	Toronto.	Ar	2.00 P.M.	Mo.	....	Th.	....	Sat.	....		
	FORT WILLIAM.	1.55 P.M.	Sat.	Sun.	Mo.	Tu.	We.	Th.	....		
	PORT ARTHUR.	2.20 P.M.	Sat.	Sun.	Mo.	Tu.	We.	Th.	....		
	Nipigon.	4.53 P.M.	Sat.	Sun.	Mo.	Tu.	We.	Th.	....		
	Chapleau.	8.00 A.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....		
	Sudbury.	2.50 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....		
	North Bay.	6.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....		
	North Bay for Toronto.	7.00 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....		
	Toronto.	Ar	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Niagara Falls.	11.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	North Bay.	6.15 P.M.	Sun.	Mo.	Tu.	We.	Th.	Fri.	....		
	Pembroke.	12.05 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Carleton Junc.	3.10 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Ottawa.	4.10 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Brockville.	9.30 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Prescott.	2.25 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	MONTREAL, Dalhousie Square.	8.00 A.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	Quebec.	1.15 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	St. John, N. B.	12.50 P.M.	Tu.	We.	Th.	Fri.	Sat.	Mo.	....		
	HALIFAX, N. S.	10.10 P.M.	Tu.	We.	Th.	Fri.	Sat.	Mo.	....		
	Portland, Me.	8.15 P.M.	Tu.	We.	Th.	Fri.	Sat.	Mo.	....		
	Boston, Mass.	8.50 P.M.	Mo.	Tu.	We.	Th.	Fri.	Sat.	....		
	NEW YORK, via Prescott.	Ar	6.30 A.M.	We.	Th.	Fri.	Sat.	Sun.	Tu.	....	
	N. Y. C. & H. R. Rd.	7.55 A.M.	We.	Th.	Fri.	Sat.	Sun.	Tu.	....		
	West Shore Rd.	Ar	6.30 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	NEW YORK, via Toronto & N. Falls.	Ar	7.55 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	N. Y. C. & H. R. Rd.	Ar	7.45 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	West Shore Rd.	Ar	6.45 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	N. Y., L. E. & W. Rd.	Ar	6.45 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	NEW YORK, via Montreal.	Ar	6.45 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	
	N. Y. C. & H. R. Rd.	Ar	6.45 A.M.	Tu.	We.	Th.	Fri.	Sat.	Sun.	....	

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

On Mondays connection for Vancouver is via New Westminster. On Sundays connection is made via Seattle. † Flag station.

While water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William. See page 55.

Royal Mail Steamship Line.

JAPAN AND CHINA.

The season of 1891 witnessed the birth of a fast steamship service on the Pacific—between the port of Vancouver and those of Yokohama, Japan; Shanghai and Hong Kong, China.

Japan, a country which is fast advancing to a foremost place in the attention of tourists, is now no longer impossible or only to be visited at a great expense of time and money. Ten days barely gives time to make acquaintances when Yokohama is reached. The tourist from New York or any of the large eastern cities having 60 days to spare can—just think of it!—see Japan and spend a month in visiting its many strange attractions. Notwithstanding improvements in service the fares are being reduced.

The route from Vancouver is 300 miles shorter than any other transpacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific port.

The steamships "Empress of India," "Empress of Japan" and "Empress of China," built under contract with the Imperial Government to carry the Royal Mails, have developed a speed of over 19 knots per hour. They are each 6,000 tons burden, 485 feet in length and 51 feet in breadth and are the only twin screw steamers on the North Pacific. Their engines are triple expansion.

Special attention has been paid to strength and safety, the hull, in addition to having a double bottom extending its full length, is divided into 12 water-tight compartments, thus being practically unsinkable.

The cabins are large and roomy and contain all the modern improvements, many new features being added; no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidships, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word, modern marine architecture has in these palaces excelled itself.

The intended sailings are as follows:

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP.	Van-couver.		Yokohama		Shanghai (Woosung)		Hong Kong
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Arr.
	1892	1892	1892	1892	1892	1892	1892
EMPRESS OF INDIA.....	Aug. 7	Aug. 21	Aug. 22	Aug. 25	Aug. 26	Aug. 29	Aug. 29
EMPRESS OF JAPAN.....	Aug. 28	Sept. 11	Sept. 12	Sept. 15	Sept. 16	Sept. 19	Sept. 19
EMPRESS OF CHINA.....	Sept. 18	Oct. 2	Oct. 3	Oct. 6	Oct. 7	Oct. 10	Oct. 10
EMPRESS OF INDIA.....	Oct. 16	Oct. 30	Oct. 31	Nov. 3	Nov. 4	Nov. 7	Nov. 7
EMPRESS OF JAPAN.....	Nov. 13	Nov. 27	Nov. 28	Dec. 1	Dec. 2	Dec. 5	Dec. 5

INTENDED SAILINGS—EASTBOUND

NAME OF STEAMSHIP.	Hong Kong	Shanghai (Woosung)		Yokohama		Van-couver.
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
	1892	1892	1892	1892	1892	1892
EMPRESS OF JAPAN.....	July 30	Aug. 2	Aug. 3	Aug. 6	Aug. 8	Aug. 20
EMPRESS OF CHINA.....	Aug. 20	Aug. 23	Aug. 24	Aug. 27	Aug. 29	Sept. 10
EMPRESS OF INDIA.....	Sept. 10	Sept. 13	Sept. 14	Sept. 17	Sept. 19	Oct. 1
EMPRESS OF JAPAN.....	Oct. 8	Oct. 11	Oct. 12	Oct. 15	Oct. 17	Nov. 4

The Steamships may leave Yokohama and Shanghai in advance of the dates given above, and passengers are recommended to enquire of the local Agents at these ports the actual date and hour of departure. From points west of Chicago, St. Paul and Fort William berths can be secured from Assistant General Passenger Agent, Vancouver, and east of those points from the General Passenger Agent, Montreal, through any Agent of the company.

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7	Oct. 10		
4	Nov. 7		
2	Dec. 5		

	Van- couver.	Arr.	
8	1892		
29	Aug. 20		
19	Sept. 10		
17	Oct. 1		
	Nov. 4		

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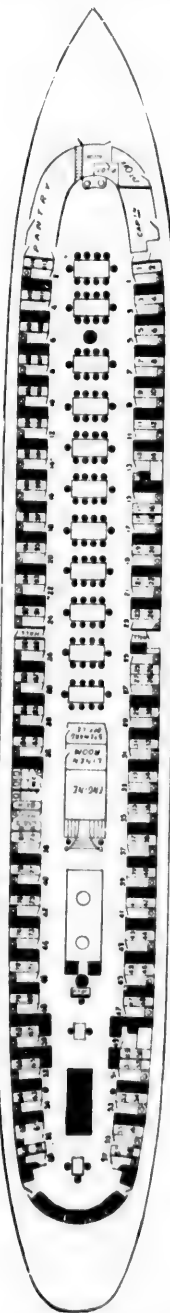
CANADIAN PACIFIC STEAMSHIP LINE

CONSISTING OF THE STEEL STEAMSHIPS

"ALBERTA," "ATHABASCA," AND "MANITOBA,"

Are intended, during Season of Lake Navigation (from about 1st May to 15th November), to make tri-weekly trips in either direction between Owen Sound, S. Ste. Marie, Port Arthur, and Fort William, leaving Owen Sound at 3.20 P. M. Mondays, Wednesdays, and Saturdays, Fort William and Port Arthur 12.45 P. M. Thursdays, Saturdays, and Tuesdays, on arrival of Atlantic Express.

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS "ALBERTA" AND "ATHABASCA."



THE STEAMSHIP "MANITOBA," BEING 30 FEET LONGER, HAS 10 ADDITIONAL STATEROOMS.

For further particulars see pages 57 and 58 of this book.

Steamships are fitted up with every modern appliance for speed, comfort, and safety—they are unrivalled on the lakes. The Manitoba is 300 feet long, 2,600 tons burthen; the Alberta and Athabasca are 270 feet long, 2,300 tons burthen. Each stateroom is electric-lighted, has an upper and lower berth, and a sofa which can be converted into an additional berth. The odd numbers on above diagram represent upper berths; the darkened part in stateroom represents the sofa.

First Class Round-Trip and Tourists' Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only.

DOMINION EXPRESS COMPANY

— Operating on all lines of the —

CANADIAN PACIFIC RAILWAY

Also on the lines of the

Intercolonial Railway

Manitoba & Northwestern Railway

Kingston & Pembroke Railway

Erie & Huron Railway

Kingston, Napanee & Western Railway

Brockville, Westport & Sault Ste. Marie Railway

Joggins Railway

The Allan Line Royal Mail Steamers and the Dominion

Line Mail Steamers (weekly to and from Europe)

Canadian Pacific Steamship Line (to and from all

Treaty Ports in China and Japan)

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C. O. D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates**.

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grand Special Rates on produce, and on large consignments of merchandise, and as low rates between all points on every description of goods as any other Express Company.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Require all employees to be **civil** and **accommodating**, and will consider it a kindness if patrons will report any violation of this rule to Local Agents, Division Superintendents or the General Manager.

S. T. STEWART, Superintendent, Montreal.

J. A. BOSWELL, " Toronto.

G. FORD, " Winnipeg.

W. S. STOUT, General Manager, Toronto.

CANADIAN PACIFIC RY. **TELEGRAPHS**



The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of Railway in the Dominion of Canada.

The **COMMERCIAL CABLE CO.** (Mackay-Bennett system) gives the C. P. R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the **C. P. R.** to reach all important points in the United States.

To ensure quick despatch to all points, see that your telegrams are written on C. P. R. Telegraph Blanks, and are handed in at C. P. R. offices.

A tariff of charges for telegrams is posted at all Telegraph Offices, and senders of messages are requested to compare these with the charges made.

Head Office, MONTREAL.

CHAS. R. HOSMER,

MANAGER TELEGRAPHS.

CANADIAN PACIFIC RAILWAY.

RAILWAY AND FREE GRANT LANDS.

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches. The Company are now placing on the market their lands in the Great Saskatchewan Valley. The lands along the Saskatchewan, Battle and Red Deer Rivers have long been known as the most fertile and attractive of the whole North-West. Opportunity will be given to purchase valuable farms in the vicinity of Edmonton, Red Deer and Battleford at low prices, on easy terms, and without any conditions of settlement. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at prices ranging from \$2.50 per acre upwards, and purchaser may go into immediate possession on payment of one-tenth of the purchase money, and the balance in nine annual instalments.

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Railway traverses three of the most important Provinces of the North-West, viz: Manitoba, Assiniboia and Alberta.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater than those of any other part of the North American Continent. The soil is a rich, black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay, and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches, and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans, and people from every State in Europe; so that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOIA.

The central Province of the Northwest, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for one hundred miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the Province is particularly well adapted for Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds," which follow a Northeasterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lies longer than four or five days, when it is melted by this wind, thus making the winters mild, and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an **abundance of water for grazing and all other purposes.**

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches, all in first-class condition for the market, and it is a fact that even in the spring, cattle which have not received any feed except what they get by grazing, are brought in from the ranches as **fat as stall-fed cattle in the Eastern Provinces.**

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for **Cheese and Butter Making**, and before long it will be as noted for such industries as for its ranches.

Land Explorers are offered reduced return rates, First Class to Winnipeg from points in Canada east of Sudbury. Holders of such tickets and bona fide Land Explorers coming from the United States, who can furnish satisfactory proof of the same to the undersigned, can purchase return tickets from Winnipeg to points west in the Province of Manitoba, Assiniboia or Alberta, the value of which will be refunded original holder should he purchase within thirty days one quarter section (160 acres) of Canadian Pacific Railway farm lands. A similar rebate will be made to actual settlers on Canadian Government farm lands, west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the thirty days, and of the person so purchasing or making entry having settled upon the land.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Offices of the Company, where maps and pamphlets, descriptive of The Free Grant and Railway Lands through which the Railway passes can be obtained. **Stop-over** privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps, and full particulars, apply to

L. A. HAMILTON,

C. P. R. Land Commissioner,

WINNIPEG MAN.

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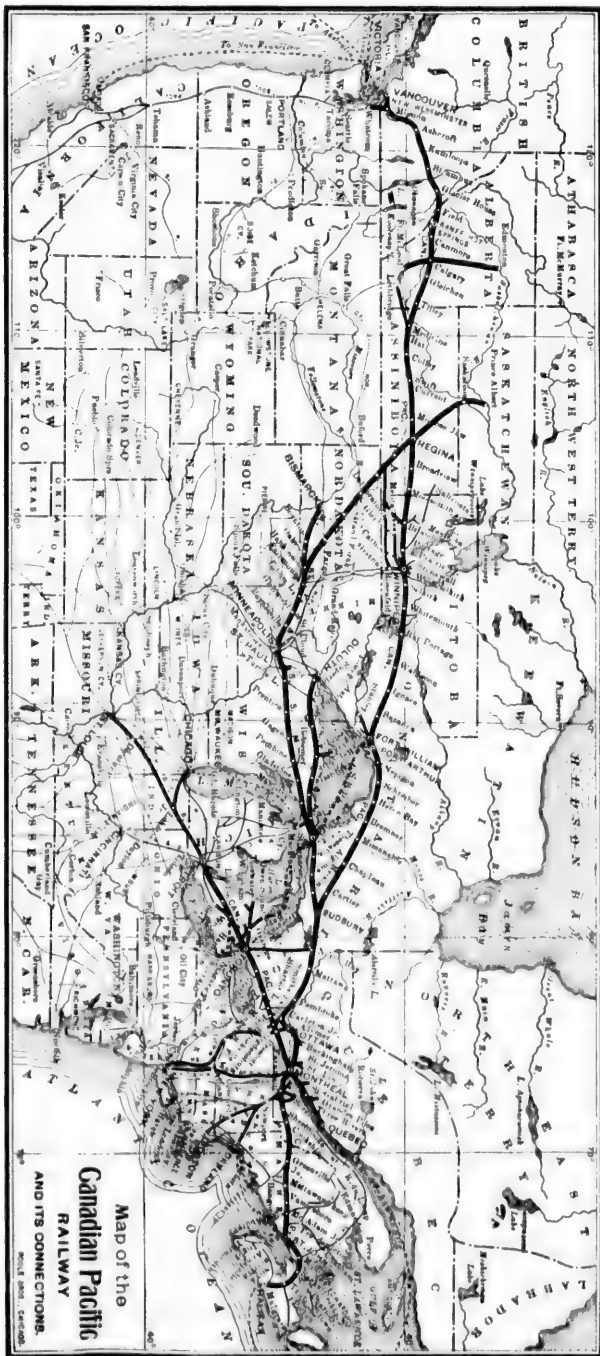
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Adelaide,.....	Aus.	Agents Oceanic S. S. Co.
Baltimore,.....	Md.	H. McMurtrie, Frt. & Pass. Agt., 203 East German St.
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Portland,.....	Ore.	W. B. Hineline, Passenger Agent, 146 First St.
Pt. Townsend,.....	Wash.	James Jones, 90 Taylor St.
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Seattle,.....	Wash.	E. W. MacGinnis, Starr-Boyd Building, Front St.
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Winnipeg,.....	Man.	W. M. McLeod, City Ticket Agent, 471 Main Street.
Yokohama,.....	Japan	Fraser & Co., Agents for Japan.

CALENDAR * 1892

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MAY							JUNE							JULY							AUGUST							
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TIME

The 24-hour system is used at all Canadian Pacific Railway stations, Fort William and west. By this system the A. M. and P. M. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME—East of Fort William.

CENTRAL TIME—Fort William to Brandon, including Manitoba branches.

MOUNTAIN TIME—Brandon to Donald.

PACIFIC TIME—Donald to Vancouver.

Thus, when it is 12 noon at Montreal, . . . Eastern Time,
it is 11 o'clock at Winnipeg, . . . Central "
" 10 o'clock at Regina, . . . Mountain "
" 9 o'clock at Vancouver, . . . Pacific "